

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

A Corn Handling Elevator

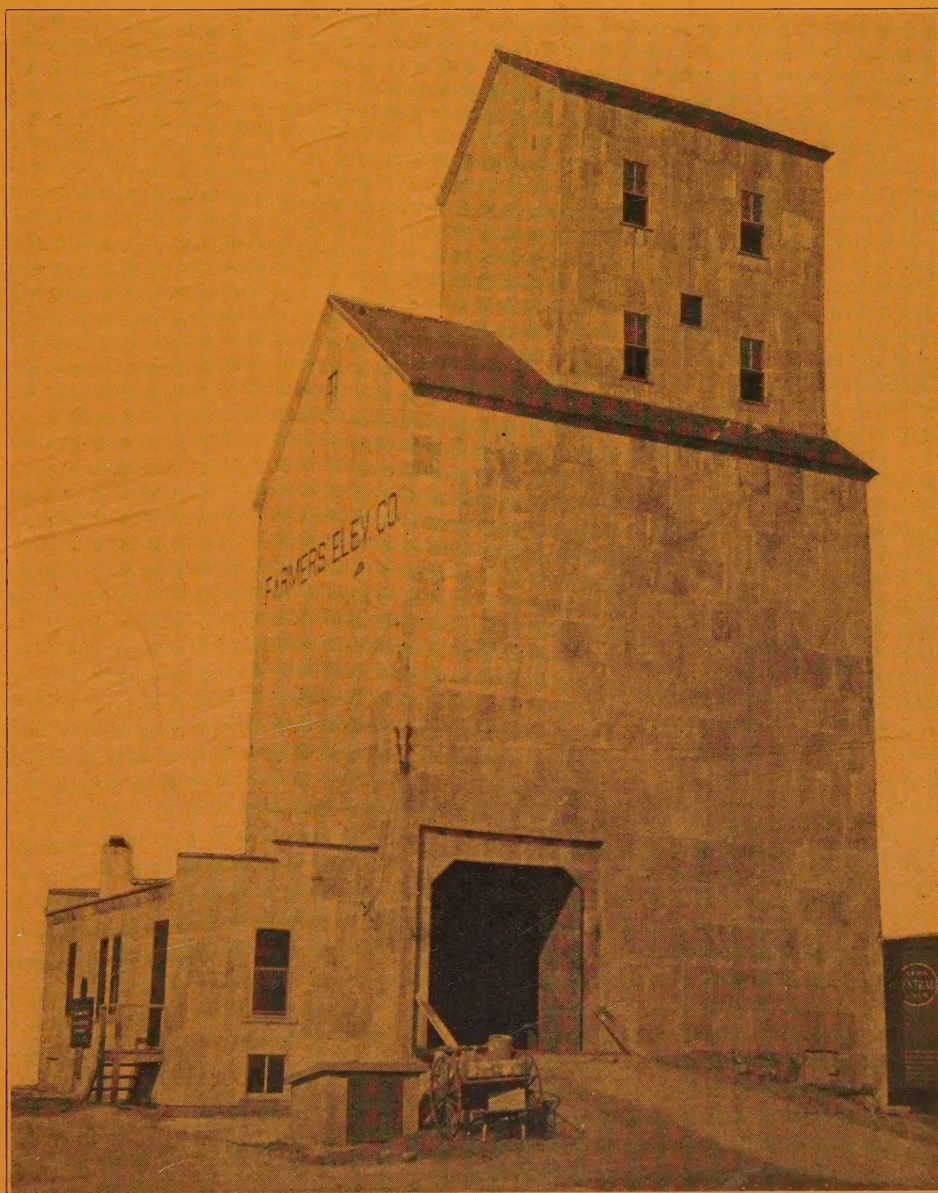
At Eldridge, Ia., in the rich corn country 10 miles north of Davenport the Farmers Elevator Co. has had erected the substantial corn handling house shown in the engravings herewith, at a junction of the C., M. & St. P. Ry.

The building is 46x43 ft., the bin structure alone 27x34 ft., and 74 ft. high from track rail to ridge of roof. The dust bin and cob bin adjoining are 5 and 15 ft. by 16 ft., stud construction, the grain bins being cribbed, the entire capacity being 30,000 bus. The four bins over the driveway, are 13 ft. one way, the two inner bins being 5 ft. wide and the outer corner bins 7 ft. wide. The bins on the opposite side of the house extend down to the main floor, except two in middle ending above work floor to give more working space. The central space in the house, 10x11 ft., contains the elevator legs and the manlift. Alongside the driveway is the office, 12x30 ft., divided into two rooms, under one of which is the gasoline engine, as well as the air tank and air pump for the truck dump. The building is ironclad, grounded so as not to require lightning rods. The roofs are of galvanized iron on shiplap.

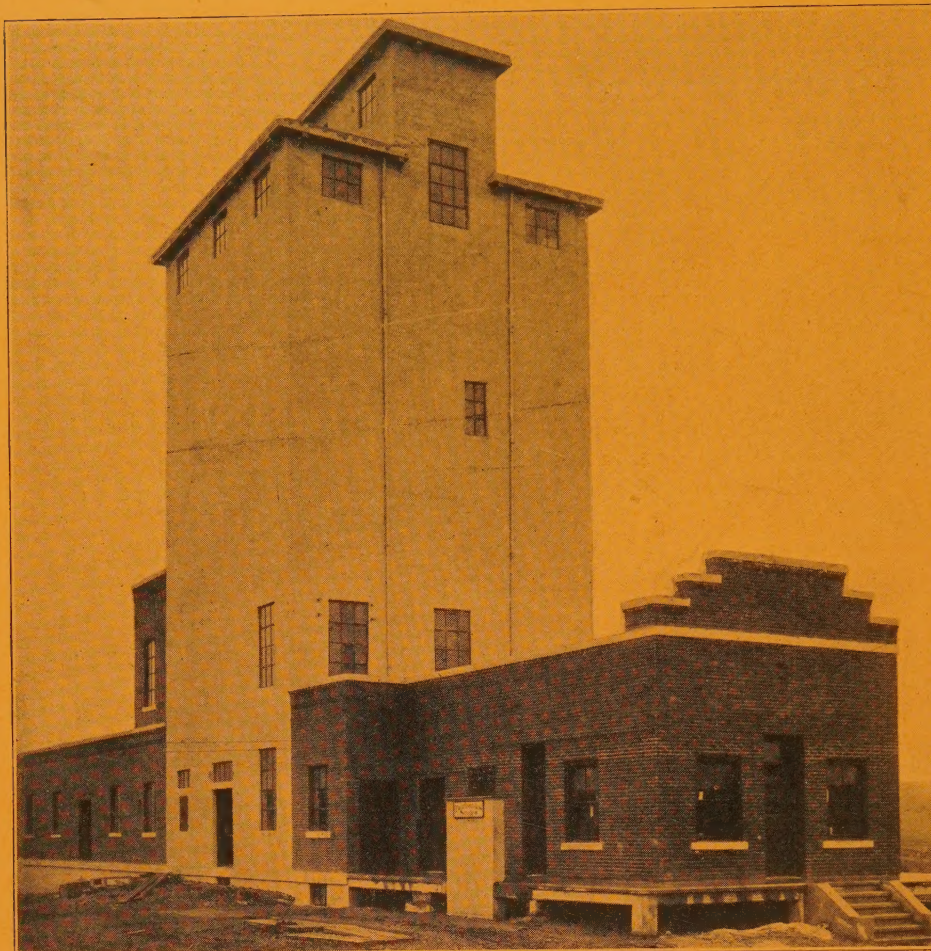
The machinery equipment, which was furnished mostly by the Union Iron Works, includes a sheller, chain feeder from dump to sheller, cleaner on main floor, automatic scale on first floor of cupola, a second cleaner on second floor of cupola, and a 5-h.p. electric motor hung under the floor and ventilated to outside.

The drive from engine is by belt under the driveway to basement countershaft, on which are pulleys driving sheller and cleaner and sheave for the rope transmission to the cupola countershaft. In remodeling the second elevator leg was arranged to be driven by the 5-h.p. motor, the head shafts of the two legs having a cut-off coupling.

From the pit under the dump the grain goes by gravity to the elevator boots. In the cupola is a Link-Belt Distributor, and cars are loaded direct from the automatic scale thru an 8-inch spout of well casing. The boot pit, basement walls and floors are of cement concrete. The plant was erected by the Younglove Construction Co.



Farmers Elevator at Eldridge, Ia.
[For plans see pages 452-453]



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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Phelps Grain Co., T. D., wholesale grain.*
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Rothschild Co., S., grain, c/s products, rice, b/p.*

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Hutchinson Grain Co., mill orders.
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Southwest Grain Co., consignments, country run grain.

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Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

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Ernst Davis Grain Co., commissions.
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Lichtig & Co., H., kafir, mlo, screenings.
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Udlike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

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Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
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Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Okla. City Mill & Elvtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., strictly brokerage.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

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Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
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Uplike Grain Co., milling wheat.*

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Feltman Grain Co., C. H., grain commission.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. Co., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

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McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

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Niedorp Grain Co., buyers-sellers of corn.*

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Nanson Commission Co., grain commission.*

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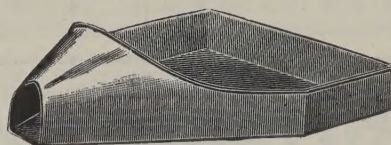
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Two Rowed and Heavy White

Send Samples

Also Send Samples Buckwheat

The Quaker Oats Company

Grain Department

Chicago, Illinois

THOMSON & McKINNON

BROKERS

Chicago St. Paul Indianapolis Toledo New York Philadelphia

Members of All Leading Exchanges

Facts or Figures Relative to Securities or Commodities Cheerfully Supplied.

Established Over Forty Years

Hulburd, Warren & Chandler

208 S. La Salle St., Chicago

Stocks Bonds Grain Cotton

A. L. SOMERS

Successor to Somers, Jones & Co.

95 Board of Trade Chicago, Ill.

Grain Commission Merchants

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CLEMENT CURTIS & CO., The Rookery Bldg., CHICAGO

Members of all principal Exchanges.

Private wire service to all leading cities in this country.

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"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG

ST. LOUIS, MO.

Established 1877

Langenberg Bros. Grain Co.

St. Louis

New Orleans

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

MARTIN & KNOWLTON GRAIN CO.

SUCCESSORS TO
GOFFE & CARKENER CO.

Receivers and Shippers St. Louis, Mo.

"We Ship What We Sell"

Powell & O'Rourke Grain Company

Operating Brooklyn St. Elevator
Buyers and Sellers of Corn

846 Pierce Bldg. St. Louis

"We Ship What We Sell"

GRAIN MARSHALL HALL GRAIN COMPANY

HANDLED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORT

ST. LOUIS
ST. JOSEPH

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

Chamber of Commerce
Members

BALTIMORE

Chamber of Commerce
Members

G. A. HAX & CO.

COMMISSION
Grain and Hay

BALTIMORE

MARYLAND

E. H. BEER & CO., INC.

Successors to

Chas. England & Co., Inc.

GRAIN—HAY—SEEDS

Commission Merchants

308-310 Chamber of Commerce, Baltimore

Baltimore Grain Co.

Receivers & Exporters

Baltimore Maryland

DENVER

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.

Wholesale Grain and Beans.

The Summit Grain Co.

Receivers and shippers of all kinds of grain.
Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.

O. M. Kellogg Grain Co.

Receivers shippers of all kinds of grain.

Farmers Union Mfg. & Elev. Co.

Millers and Grain Merchants.
38th and Wynkoop Sts.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Board of Trade
Members

PEORIA

Board of Trade
Members

C. N. D. QUOTATIONS

A complete record of C. N. D. or Radio Market Quotations is invaluable for ready reference.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 192 . . ." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9½x11½, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00. Weight 14 oz.

GRAIN DEALERS JOURNAL
309 South La Salle St. Chicago, Ill.

P. B. Miles and C.C.

Established - 1875

Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission
Our Specialty

W. W. Dewey & Sons

COMMISSION MERCHANTS

33-35 Board of Trade
Peoria, Ill.

Turner-Hudnut Company

Receivers **GRAIN** Shippers

42-47 Board of Trade

RECEIVERS, SHIPPERS AND BROKERS

RICHARDSON BROS.

Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse

E. A. Grubbs Grain Co.

BUYERS—SHIPPERS

Good Milling Wheat

GREENVILLE - OHIO

The Sheets Elevator Co.

GRAIN—HAY—STRAW

Cleveland, Ohio

SHIP US YOUR CORN, OATS AND WHEAT

Regardless of its condition. We operate the Superior Elevator equipped with all modern machinery for handling grain.

PRATT & CO., Operators of Superior Elevator

910 Chamber of Commerce

Buffalo, N. Y.

Send Your Offerings to

JOSEPH A. ABEL

GRAIN BROKER

D4 Produce Exchange New York, N. Y.

E. P. BACON CO.

Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment

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GRAIN

Consignments Solicited
OMAHA

L. W. FORBELL & CO.

Strictly Commission Merchants

Specialists in WHEAT, CORN, OATS

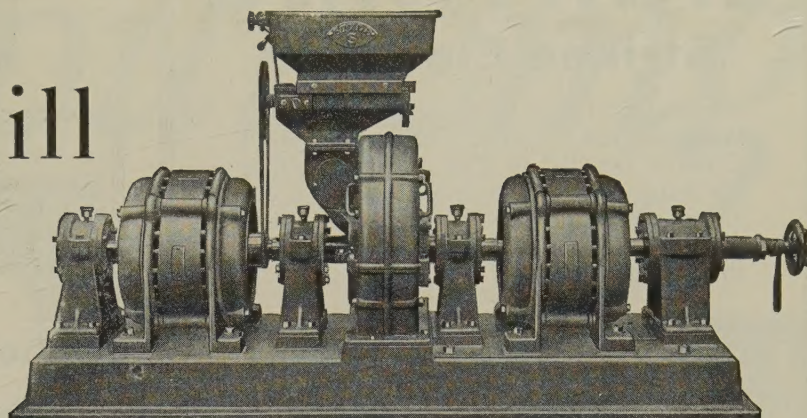
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340-342 Produce Exchange, NEW YORK, N. Y.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

MUNSON Attrition Mill

*Lowers
Grinding
Costs!*



Tests made from time to time with plates of different design, compared with the under-cut rib plate, have always demonstrated the superiority of the under-cut rib. The Under-Cut Rib Plate is considered standard equipment for the Munson Attrition Mills.

The Munson split case makes the plates easy to get at in five minutes. Absolutely dust-tight.

Ball Bearings save power, wear and trouble.

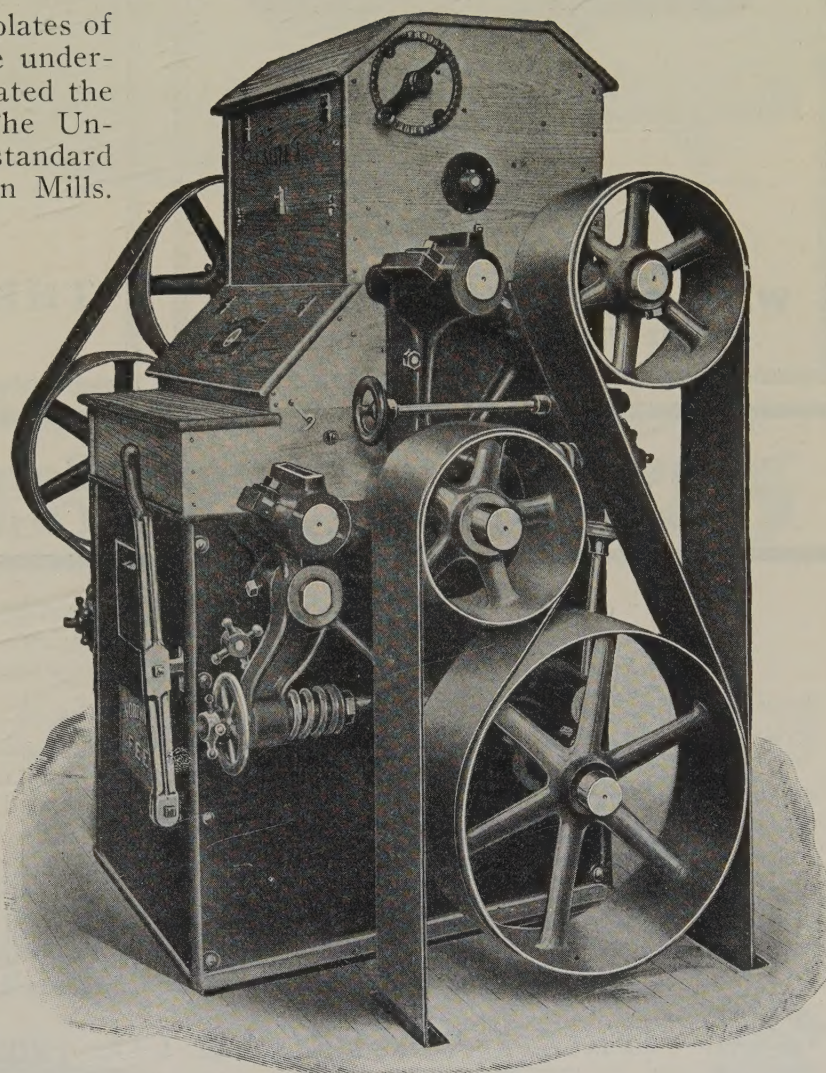
Both Belt and motor driven types.
Write for further information.

Strong-Scott Feed Mill

*Becomes more
popular every year*

This machine has made a big name for itself — due to its dependable work, long life, handy adjustments and its unequalled Strong-Scott corrugations.

Made in capacities for every requirement. Write us for details.



Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



LIGHTNING Strikes Elevators

Shinn-Flat Lightning Rods are particularly adapted to protect Grain Elevators. Cable is braided in Flat form, providing for expansion and contraction when elevators are loaded or empty. Your liberal discount on fire insurance warrants this investment.

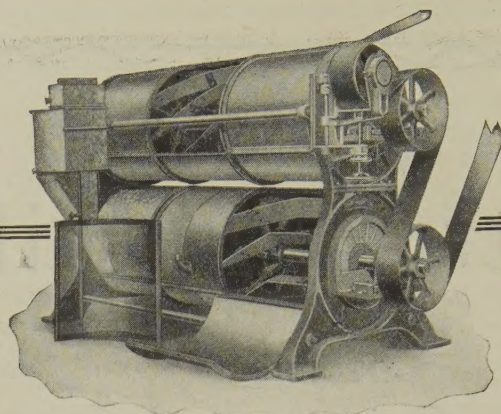
Shinn-Flat
Stops Lightning Losses

We Specialize

—on elevator installations, having special crews and experts familiar with good, permanent work.

Shall we equip YOUR elevator when in your district? Write us.

W. C. SHINN MFG. COMPANY
152 Whiting St., Chicago, Ill.



The Death Knell of SMUT Is Sounded

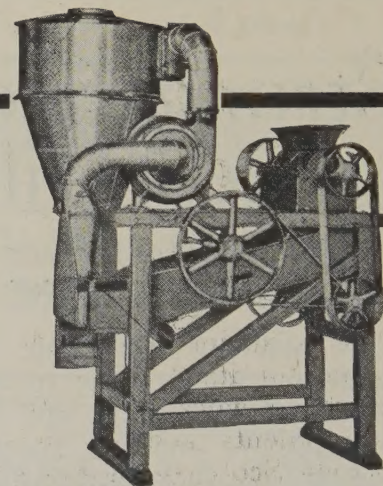
The coming of the Wolf-Dawson Wheat Washer and Drier marked the beginning of the end of the Smut menace. It removes not only every particle of smut, but all other forms of dirt and filth as well. The dirtiest, smuttiest wheat, passed through the Wolf-Dawson, becomes absolutely pure and clean. By the scientific use of the most powerful cleansing agents known,—water friction, air currents and centrifugal force, results are obtained that are unequaled by any other type of cleaner made.

Made by
THE WOLF COMPANY
Dept. J. Chambersburg, Pa.

The Monarch Rotary Corn Cracking and Grading Outfit

Is a compact, efficient and dependable outfit that produces a quality cracked corn that has the appearance of a polished product. It makes 75 to 80% of the coarse grade with less than 5% of meal. It is a combined cutter, grader and aspirator that is ready to operate as soon as belt is attached. Why not investigate and learn how this outfit can help you build up a profitable cracked corn trade? Booklet IF-123 mailed on request.

We manufacture a complete line of flour, feed and cereal milling machinery, sheet metal grain handling equipment, conveyors and power transmission.



IT cuts, grades and aspirates in one direction.



SPROUT, WALDRON & CO., 1202 Sherman St., MUNCY, PA.

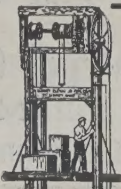
Chicago Office: 830, 9 South Clinton Street

Kansas City Office: 612 New England Building

THE MONARCH MILL BUILDERS

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



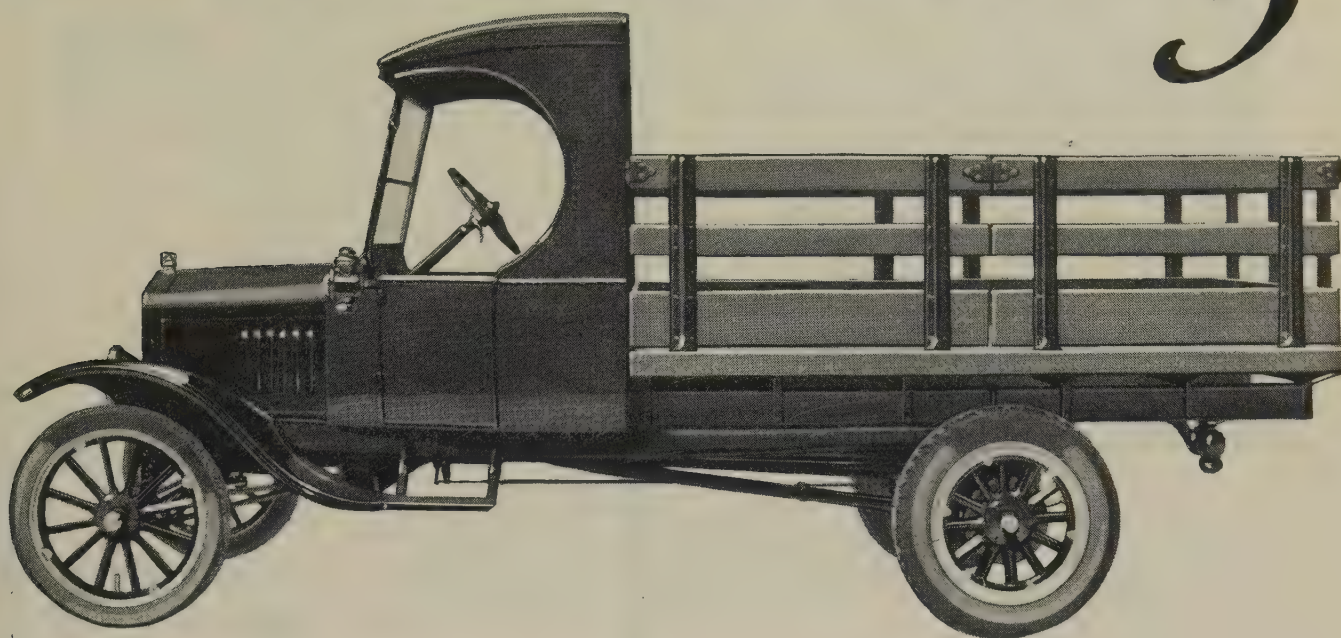
SIDNEY AND ELEVATORS MAN LIFTS

They will reduce your handling expense and speed up your work. Easily installed. For quotation give your requirements.

SIDNEY ELEVATOR MFG. CO.
Sidney, Ohio

A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

Announcing



Ford One Ton Truck With New Stake Body

Now you can buy a stake body mounted on the Ford Ton Chassis as *one complete Ford unit*.

This new product combines wide trucking utility with the operating economy of the Ford Chassis. It is built for hard service.

See it at the show rooms of your nearest Authorized Ford Dealer.

Ford Motor Company
DETROIT

PRICE COMPLETE

\$495

F. O. B. DETROIT

Sturdy all-steel frame.

*Selected well-seasoned wood
used for floors and rack boards.*

*Racks are in five sections and
when latched at corners and
joints give you a body of
extraordinary strength and
durability. The racks are easily
removable to provide a plat-
form truck.*

Ford

Simplicity Plus 98% to 99% Efficiency



A 25 H. P. American Drive operating under extremely dusty conditions in Hales Elevator, Riverdale, Ill.



Heat-Treated they Resist Severe Wear

American High Speed Chains have met the test of concrete mills and given complete satisfaction. You cannot get a more efficient means of power transmission.

Three heat-treated parts go to make up American High Speed Chains—link, pin and washer. No expensive bushings—simplicity is essential to long life. The heat treatment is exactly done to add a glass-like wearing surface to strength. That is why American High Speed Chains serve constantly where others fail.

They transmit between 98 and 99% of the power applied because the drive is as positive as gears and because friction is practically eliminated. They run without initial tension and with practically no sliding contact between chain and sprocket.

With American High Speed Chains you can shorten the centers on drives in your plant, saving space and saving power. One of our engineers will gladly call on you for a consultation.

Write or Wire

AMERICAN

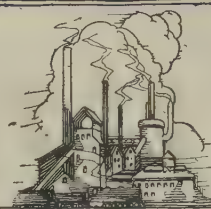
HIGH SPEED CHAIN Co.

Indianapolis, Ind.



Simplicity Plus 98% to 99% Efficiency

Use



DIXON'S SILICA~GRAPHITE PAINT

for the economical protection of all metal and wood work.

Long service records of from five to ten years are obtainable with Dixon's Paint because of its unusual wear-resisting pigment—flake silica-graphite, and its vehicle—pure boiled linseed oil.

The pigment is inert, aids in preserving the original elasticity of the vehicle, increases the thickness of the paint film and has long life. The vehicle cannot be equaled by any other substance.

Write now for Booklet 15-B, and long service records.

JOSEPH DIXON CRUCIBLE CO.

Jersey City, N. J.



Established 1827

WHAT DO YOU NEED?

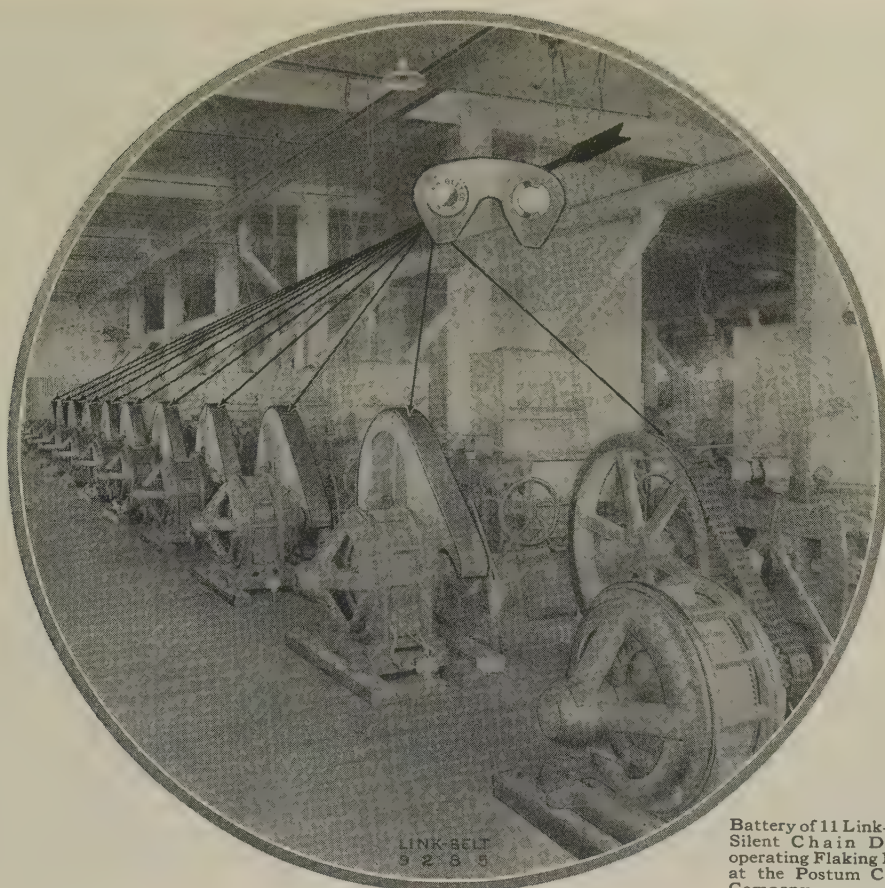
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Agricultural Gypsum	Lightning Rods
Attrition Mill	Magnetic Separator
Bag Closing Machine	Manlift
Bags and Burlap	Moisture Tester
Bearings { Ball	Mustard Seed Separator
Belting	Oat Bleachers and Purifiers
Bin Thermometer	Oat Clipper
Boots	Oat Crusher
Buckets	Pneumatic Conveying Equipment
Car Liners	Portable Elevator
Car Loader	{ Oil Engine
Car Mover	{ Gas Engine
Car Puller	{ Motors
Car Seals	Power Shovel
Cleaner	Radio Equipment
Chain (R. R.) Collection	Railroad Claim Books
Clover Huller	Renewable Fuse
Coal Conveyor	Sample Envelopes
Corn Cracker	Scales
Conveying Machinery	Scale Tickets
Distributor	Scarifying Machine
Dockage Tester	Self-Contained Flour Mill
Drain Circulating Pump	Separator
Dump	Sheller
Dust Collector	Siding-Roofing { Asbestos
Dust Protector	{ Steel
Elevator Brushes	Silent Chain Drive
Elevator Leg	Speed Reduction Gears
Elevator Paint	Storage Tanks
Feed Mill	Spouting
Fire Barrels	Testing Apparatus
Fire Extinguishers	Transmission Machinery
Friction Clutch	Transmission Rope
Grain Driers	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago



Battery of 11 Link-Belt Silent Chain Drives operating Flaking Rolls at the Postum Cereal Company.

For 18 Years— At the Home of Post Toasties

SINCE POSTUM CEREAL COMPANY purchased their first Link-Belt Silent Chain Drive eighteen years ago, they have repeatedly installed additional Link-Belt Silent Chain Drives, until today they are one of its largest users in the cereal industry.

The Link-Belt Silent Chain Drive is 98.2% efficient (on actual test), flexible, operates on short or long centers, requires but little attention—is safe and reliable. These features make it ideal for Cereal Milling, Grain Elevator and Flour Mill machinery operation.

Write for Link-Belt Silent Chain Price List Data Book No. 125.

LINK-BELT COMPANY

Leading manufacturers of Elevating, Conveying and Power Transmission Machinery

PHILADELPHIA, 2045 Hunting Park Ave.

CHICAGO, 300 W. Pershing Road

Offices in Principal Cities

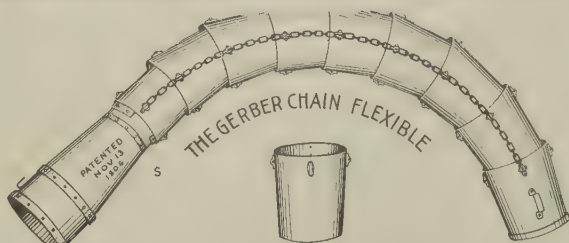
2161

INDIANAPOLIS, P. O. Box 85

LINK-BELT

THIS YEAR LINK-BELT IS FIFTY YEARS OLD

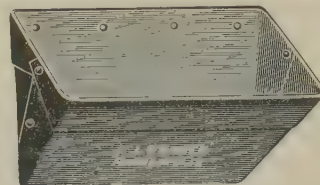
SILENT CHAIN DRIVES



Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

GERBER

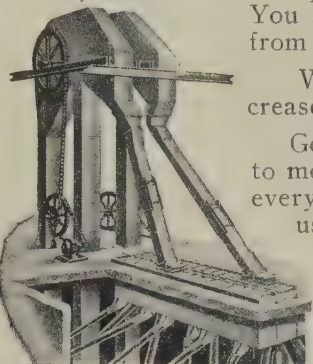
Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

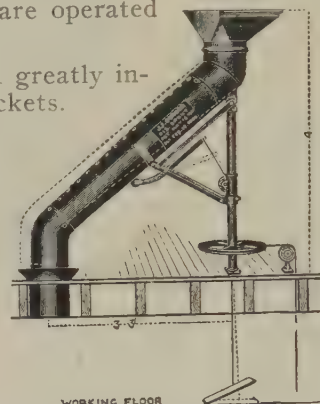
Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin. You have full control of your distributing. All spouts are operated from working floor.



New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.



The Gerber No. 2 Distributing Spout.

James J. Gerber

128 Sixth Ave. South

Minneapolis, Minn.

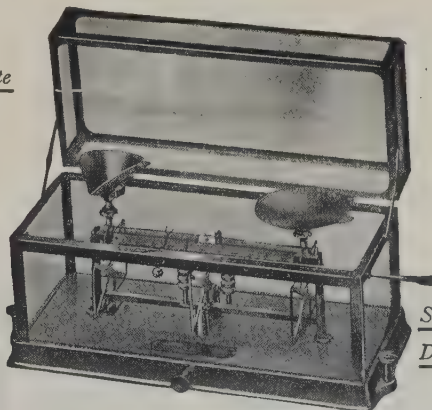
Extensively used by U. S. Dept. of Agriculture,
Federal and State Grain Inspection Depart-
ments, Grain Trade, etc.

Grain Testing and Arbitration Scale No. 5055

For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.

Accurate

Rapid



Sensitive

Durable

No. 5055

TORSION BALANCE CO.

New York Chicago San Francisco

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. **Order Form 23. Price, \$4.50. Weight, 6 lbs.**

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. **Order Form 24. Price \$4.00. Weight, 5 lbs.**

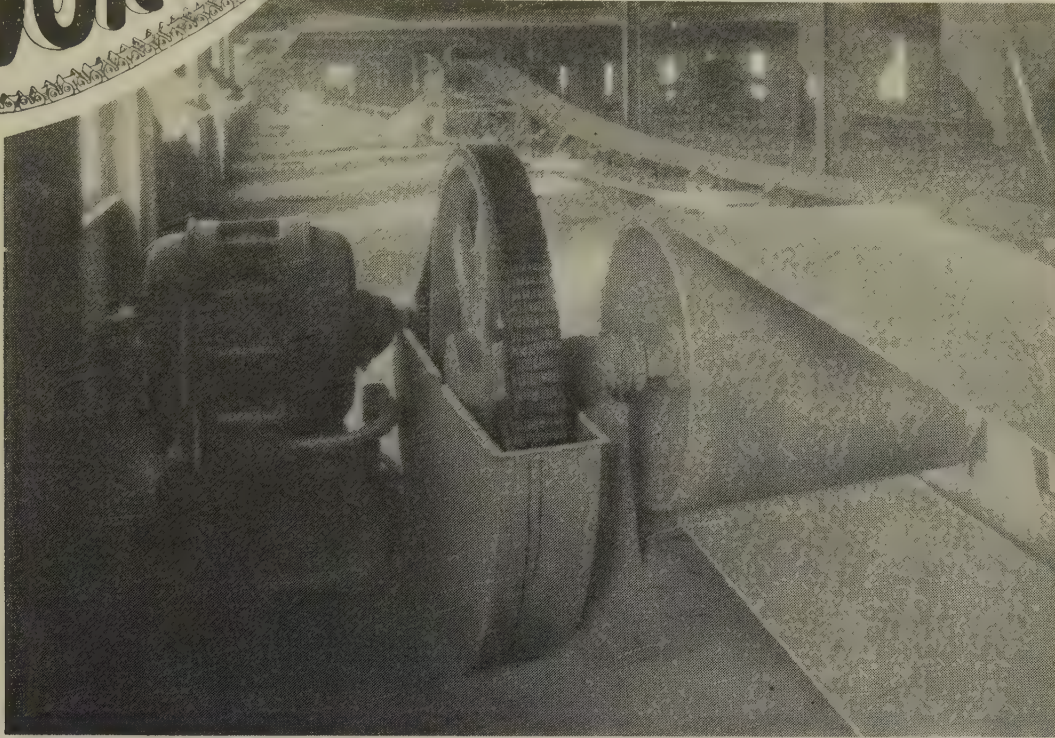
Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



SILENT CHAIN DRIVES



At the New York State Barge Canal Elevator, also

Morse Drives have now been running almost three years in the New York State Barge Canal Elevator, Gowanus Bay, N. Y., and are in just as good condition today as they were when first installed. They are proving a dependable aid in handling the 25,000,000 bushels of grain through the plant.

This performance is typical of Morse Drives. They are giving the same never-failing service in a large number of the country's most prominent elevators.

One of the outstanding advantages of Morse Chains,—the advantage which assures satisfactory performance year after year—is the rocker-joint construction. This is designed to function with a rolling or rocking motion at the joint. It eliminates sliding friction and for this reason makes for minimum wear and long life of the drive.

To insist on Morse Drives is to make sure of the 98.6% efficient power drive service you expect and demand.

MORSE CHAIN CO., ITHACA, N. Y.

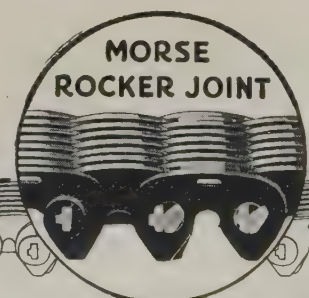
There is a Morse Engineer near you

ATLANTA, GA.
702 Candler Bldg., Earl F. Scott & Co.
BALTIMORE, MD.....1402 Lexington Bldg.
BIRMINGHAM, ALA. Moore Handley Hwd. Co.
BOSTON, MASS.....141 Milk Street
CHARLOTTE, N. C. 404 Commercial Bank Bldg.
CHICAGO, ILL.

Room 803, 112 West Adams St.
CLEVELAND, OHIO.....421 Engineers Bldg.
DENVER, COLO.....211 Ideal Bldg.
DETROIT, MICH.....7601 Central Avenue
MINNEAPOLIS, MINN.
413 Third Street, S., Strong-Scott Mfg. Co.

NEW YORK CITY....Room 1871, 50 Church St.
PHILADELPHIA, PA., 803 Peoples Bank Bldg.
PITTSBURGH, PA.....Westinghouse Bldg.
SAN FRANCISCO, CAL.
Room 355 Monadnock Bldg.

ST. LOUIS, MO.
Railway Exchange Bldg., Morse Chain Co.
TORONTO, ONT., CAN.
50 Front St., E., Strong-Scott Mfg. Co.
WINNIPEG, MAN., CAN.
Dufferin Street, Strong-Scott Mfg. Co.



Grain Trade News

Continued from page 463

SOUTHEAST

Fork Union, Va.—No insurance was carried on the flour mill owned by A. Walton and recently destroyed by a gasoline ignited fire.

Waynesboro, Ga.—The meal grinding plant of the Burke County Mlg. & Marketing Co. is being doubled in size. The company incorporated last November and took over the properties of the Burke County Elvtr. & Marketing Co., which included an elvtr.

Atlanta, Ga.—W. Ches. Smith and W. B. Estes are the members of this firm. Mr. Estes was formerly vice-president of the Waldrop-Estes Grain Co., which retired from business Nov. 1 without any successor. E. E. Smith, however, is still in the brokerage business.—C. L. Lambert, Smith-Estes Brokerage Co. We began business the first of last November and were formerly connected with the Waldrop-Estes Grain Co., which liquidated its business at that time.—Waldrop-Wright Grain Co. (Mr. Waldrop was a member of W. S. Duncan Co. for 23 yrs.)

TENNESSEE

Martin, Tenn.—The Stafford Mlg. Co. has taken over the Baker Grain Co.

Lawrenceburg, Tenn.—Abrams Bros. contemplate the erection of flour mills here.

Nashville, Tenn.—John A. Tyner & Son established an office temporary in the building of the Riverside Mills, and are rebuilding as fast as possible.

Nashville, Tenn.—Paul F. Eve has brot suit against Roy M. Houston to recover \$9,744 invested in the Nashville Grain & Feed Co., in which both were interested as partners.

TEXAS

Knox City, Tex.—Ray Willis now owns the W. R. Chardon elvtr., known as the Knox City Elvtr.

Longview, Tex.—Warehouse and storage space has been added by the D. R. Richardson Grain Co.

Plainview, Tex.—The capital of the Jeffus & Deloach Grain Co. has been decreased from \$10,000 to \$5,000.

Lindsay, Tex.—Our elvtr. is now complete and ready for operation.—G. N. Simons, mgr. Lindsay Elvtr. Co.

Wichita Falls, Tex.—The hay barn of the Wichita Feed & Fuel Co. was totally destroyed by fire on March 31.

Amarillo, Tex.—The safe of the Lemons Coal & Grain Co. was blown open Mar. 22 and \$200 and many valuable papers taken.

Dallas, Tex.—The Dal-Tex Grain Co. has incorporated for \$60,000; incorporators, O. C. Bruce, J. D. Gillespie and Tony Brignardello.

Lockney, Tex.—Our 50,000 bu. elvtr. will be sold at auction next month. There is an oil business in connection.—Lockney Farmers Co-op. Society.

Fort Worth, Tex.—Jule G. Smith of the Fort Worth Elvtrs. Co. is the new chairman of the Chamber of Commerce com'te promoting the extension of the Texas, Panhandle & Gulf Ry.

Graham, Tex.—The Hinson-Hockaday Co. has incorporated with a capital stock of \$20,000 to do a general grain business. The incorporators include Chas. E. Hinson, C. B. and Donald E. Hockaday.

Fort Worth, Tex.—A hearing has been granted the Texas Grain Dealers Ass'n by the Texas Railroad Commission on an amendment to the present transit rules on grain and grain products.

McKinney, Tex.—A two-story iron clad 36x 136 ft. building is now in the course of construction for the Hill & Webb Grain Co. The floors and foundation are of concrete. The \$10,000 addition will be operated in connection with the firm's adjoining elvtr.

Dallas, Tex.—The Lawther Grain Co. has been incorporated for \$60,000 to do a general grain and feed business. The incorporators are the same as those who have just incorporated the W. J. Lawther Mills of Dallas for \$150,000, viz., W. J. Lawther, I. A. Fridge and T. S. Kelly.

Amarillo, Tex.—Members of the American Grain Exchange met the latter part of last month for the purpose of incorporating into a non-profit organization. H. L. Kearns was elected pres., Lester Stone v.-pres. and J. N. Beasley, sec'y-treas. With C. R. Slay of Groom, Robt. Pryde, White Deer, and E. W. Harrison of Hereford, the above are directors of the organization, which was founded in 1920.

Fort Worth, Tex.—The receivership of the Gladney-Muchmore Grain Co. was vacated in an amicable settlement recently. H. B. Dorsey was the receiver. Both of the former partners, S. W. Gladney and C. E. Muchmore, will continue in the grain business on their respective accounts. Mr. Muchmore takes over the assets of the former partnership and assumes the liabilities thereof. The Gladney Grain Co. has just been incorporated by Mr. Gladney.—P. J. P.

UTAH

Murray, Utah.—The Bennion Flour Mills are again in operation after having shut down for repairs.

Salt Lake City, Utah.—Thomas E. Jeremy, mgr. of the Jeremy Fuel & Grain Co., passed away recently.

Salt Lake City, Utah.—R. E. Miller has opened an office here. He has been active in the grain and flour trade in Utah.

Ogden, Utah.—H. Bennion, former sec'y of state, has been appointed as commissioner of agriculture, replacing A. A. Hinckley.

Granger, Utah.—The remodeling of the Bangester Flour Mill has been completed and whole wheat flour will now be specialized in.

Richfield, Utah.—The Sevier Valley Mlg. Co. has decided to incorporate, after a successful first year, and to purchase the Salina Roller Mills which they leased.

Brigham, Utah.—The mill of the Jensen Bros. Mlg. Co. closed for a month in which time a general overhauling is being conducted. It will open the middle of May.

WASHINGTON

Endicott, Wash.—C. W. and L. W. McFarland of the Colfax Grain & Feed Co. at Colfax, have engaged in the mill feed business here.

Spokane, Wash.—Assignment to its creditors was made recently by Kyle Bros. Grain Co. C. K. Lee has taken over the business for the creditors and will handle the liquidation of the concern.

Davenport, Wash.—A new 4,500-bbl. mill has just been completed for the Big Bend Mlg. Co. The firm operated 5 grain elvtrs., a string of warehouses and a mill before the completion of this new unit.

Seattle, Wash.—Percy Brown has returned to this office of the Ryer Grain Co. He had been in charge of the company's Portland office in the absence of Frank Ryer, who has been sojourning in Havana, Cuba.

Ronan Siding (Turner p. o.), Wash.—A crib-type 50,000 bu. elvtr. is under construction for the Turner-Whetstone Warehouse Co., operators of three elvtrs. and a chain of warehouses in this county. The \$15,000 house will be on a solid concrete foundation and over 120,000 ft. of lumber will be used in its construction.

Tacoma, Wash.—John B. Stevens & Co.'s grain and hay warehouse was fire-damaged at a loss of \$35,000 recently; fully covered by insurance. After the blaze was supposedly extinguished fire broke out anew doing more damage. A man was seen fleeing from the warehouse before the second blaze was discovered.

Granger, Wash.—Fire completely destroyed the Granger Warehouse recently at a loss of \$50,000; incendiaryism is supposedly the cause, the fire having started in the basement in several different places. Within the past year and a half warehouses at Toppenish, Boone, Yakima, Selah, and Buena have been lost by fire of suspicious origin.

WISCONSIN

Forest Junction, Wis.—Kurt Huebner sold his elvtr. to Herbert Krueger of Reedsville, after nine yrs. of operation. Mr. Huebner is discontinuing activity in the grain business, having traded a farm for this elvtr. property.

MILWAUKEE LETTER.

Milwaukee, Wis.—The receivership of the Milwaukee road may postpone its erection of a 1,500,000-bu. elvtr. as rumored.

Milwaukee, Wis.—The rate of interest for this month as determined by the finance com'te of the Chamber of Commerce is 6%.

Milwaukee, Wis.—James P. Hessburg is now connected with the Hiawatha Grain Co. of Minneapolis. He resigned as a member of the arbitration board of this exchange recently.

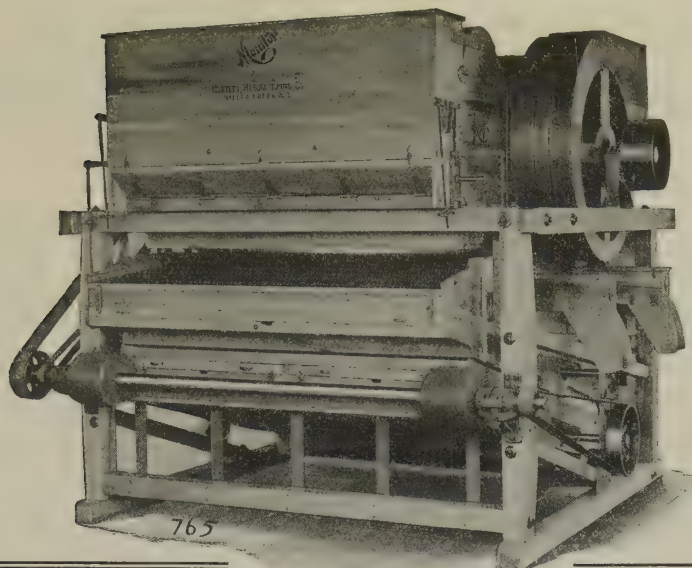
Milwaukee, Wis.—The election of officers of the Milwaukee Chamber of Commerce took place Apr. 6 and resulted in the following returns: A. R. Templeton, pres.; Hugo Stolley, vice-pres.; W. A. Hottensen, 2nd vice-pres.; H. A. Plumb, sec'y-treas. Directors chosen were: L. R. Fyfe, E. La Budde, P. P. Donahue. Board of Arbitration: E. S. Terry, E. C. Christi, J. T. Mallon. Board of Appeals: J. J. Crandall, A. R. Taylor, J. V. Lauer.

Business Men Will Confer at Brussels.

Representatives of business interests of forty nations will gather at Brussels on June 21 of this year to discuss common problems, to consider means of facilitating trade between countries, and to further the adoption and simplification of commercial practices by which the interchange of goods between peoples is carried on.

The Brussels meeting will be the Third General Conference of the International Chamber of Commerce. The Chamber is the only agency, by which international opinion, based upon the experience and judgment of business men in all countries, can be formulated and which can weigh economic questions of an international character in the light of economic principles and not as subjects of political controversy.

The turn their discussion takes and the conclusions at which they will arrive might not only have a far-reaching effect upon business conditions in all countries but also a direct bearing upon the course of world affairs within the next few years. It was at a similar meeting held in Rome two years ago that the principles underlying the Dawes Plan, which is now in effect, were adopted. It is their purpose to discuss at Brussels further steps in the application of this plan, the adjustment of remaining reparations questions and the economic rehabilitation of the countries which have not yet recovered from the shock of war.



We Are Mutually Interested in Grain Cleaning

You to get equipment that will clean your grain thoroughly, without waste and make it grade in any market.

We to know that every MONITOR machine put out will accomplish this.

That we have succeeded is daily demonstrated in thousands of plants all over the country—the Continent—the World.

You can be equally successful in gaining your object. Simply put in MONITOR equipment on our guarantee and results are certain.

The new Ransom Feed Mill just starting at Kansas City, Mo., has MONITOR equipment. Why not you?

Huntley Manufacturing Company

Department B

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Our Representatives At Your Service

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410 Webster Bldg.

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F. J. Murphy, 732 Board of Trade

Dayton, Ohio

W. B. Sutton, 337 W. Hudson Ave.

Los Angeles, Calif.

McKain Mfg. Co.

High Point, N. C.

C. T. Burton, 204 White Oak St.

Portland, Ore.

J. J. Ross Mill Furn. Co.

Minneapolis, Minn.

A. F. Shuler, 218 Iron
Exchange

Oklahoma City, Okla.

J. B. Rutland, Bristol Hotel

Winnipeg

Will Hill, 217 Corn Exch.

Philadelphia, Penna.

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Hotel.

Seattle, Wash.

J. J. Ross Mill Furn. Co.

Canadian Plant:

Tillsonburg, Ontario

Two Richardson Automatic Grain Scales



BALTIMORE & OHIO RAILROAD TERMINAL ELEVATOR,
BALTIMORE, MARYLAND. 3,800,000 BUSHELS

installed in the Marine Tower of this elevator weigh the grain unloaded from the bay boats into bins.

Automatic Shipping and Receiving Scales of all sizes for both
Country and Terminal Elevators

Richardson Scale Company
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SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and
entirely free from arsenic. Quick shipment
from mines or nearby stocks.

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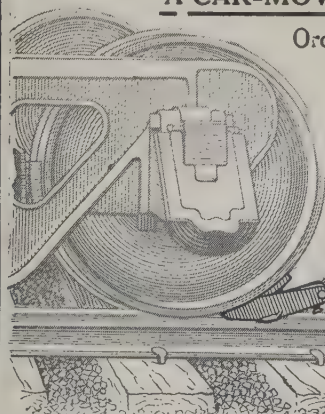
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A CAR-MOVER WITH THE "PUSH"



Order one on 30 days' FREE

TRIAL. Freight both
ways paid by us if you
don't find it worth
the price and
then some.

Get
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The New Badger
ADVANCE
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Look for the word
"New Badger" -- it
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Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
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Santa Fe Elevators
Kansas City
Capitol Elevator
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We have equipped 75% of
the terminal elevators built
or equipped during the last
20 years in the U. S. and
Canada. You can profit by
this experience.

Write us for particulars.

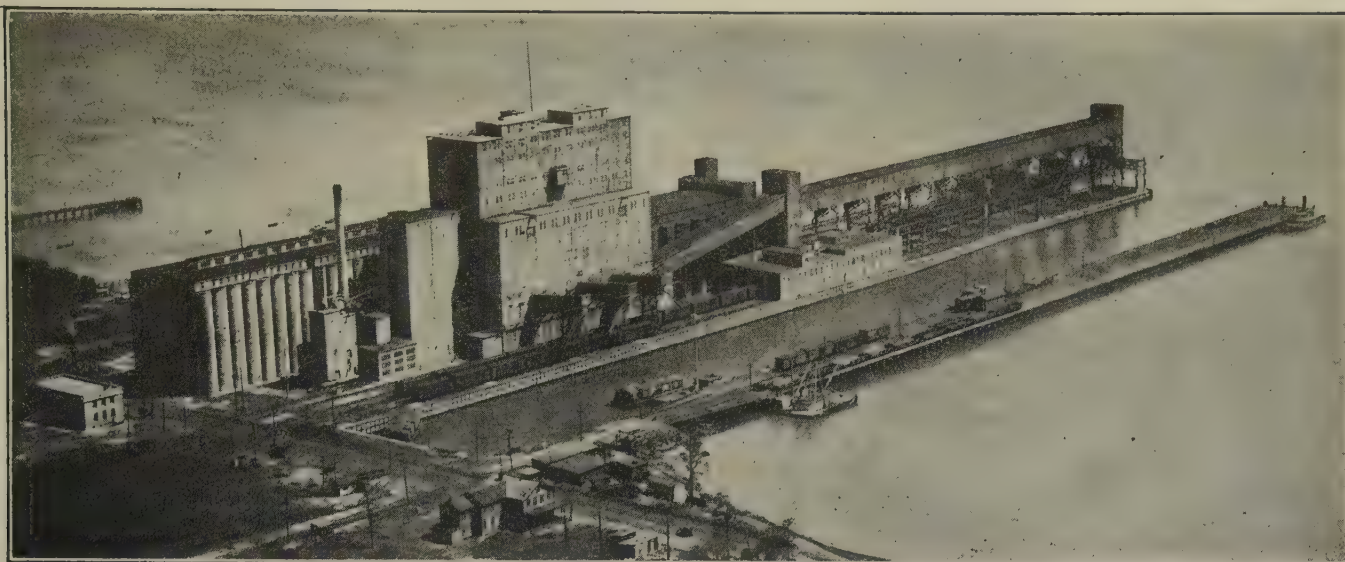
Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.



"Eureka" - "Invincible" Grain Cleaning Machinery



Pennsylvania R. R. Elevator No. 3, Canton, Baltimore, Maryland

*G. M. Smith, Superintendent
James Stewart & Co., Designers and Builders.*

When the equipment for this enormous plant was selected, the Pennsylvania R. R. Co.'s engineers and experts took extraordinary precaution to choose only the very best in each line. Competition among builders of Grain Cleaning Machinery was, needless to say, very keen, but as the contract was placed on a basis of merit alone, naturally the machines selected were "Invincibles." Ten "Invincible" Compound Shake Separators were specified. Nine of these machines have a rated capacity of 6000 bus. per hour each; the other handles 4500 bus. an hour. This is one of the largest Grain Cleaning Machinery installations in America.

The only true measure of a machine's value to its owner is the actual cost of cleaning his grain. The buying problem then resolves itself into finding the machine which works with the least waste, requires the lowest initial investment, least cost for upkeep and operation, and which has the greatest endurance. So well has the "Invincible" lived up to these requirements that grain men have learned to call it "the Cleaner of maximum economy."

"Eureka" and "Invincible" Grain Cleaners
always were, are and always will be the best to be had

Representatives:

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F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

Geo. S. Boss, Grand Hotel, New York City
S. W. Watson, Osburn House, Rochester, N. Y.
H. C. Purvine, 111 Fifth St., Bristol, Tenn.

Bert Eesley, Box 363, Fremont, O.

Special Sales Agents: Strong-Scott Mfg. Co., Minneapolis, Minn.

S. HOWES CO., Inc.

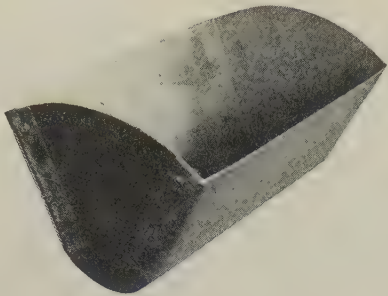
INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C., 3, England

Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.



Send for Descriptive Circular and Price List

WELLER MFG. CO.

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Rid Your Premises of Rats and Mice Peerless Traps--Real Exterminators

A positive method of wiping out rats and mice. Tried and tested under desperate conditions by mills, grain dealers, wholesale grocers, meat packers, large industrial institutions everywhere. Remarkable results. **PEERLESS TRAPS** displace expensive fumigation as the only method heretofore approaching satisfactory extermination.

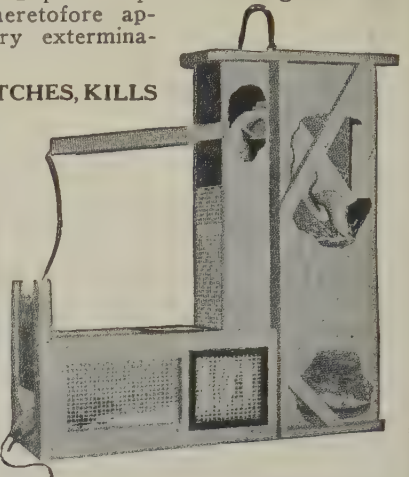
SELF-SETTING, CATCHES, KILLS AUTOMATICALLY WIPE-OUT CAPACITY

Automatic in operation—self-setting. Both catches and kills. Capacity unlimited. Single trap has caught and killed thirty in single night. Each rodent sets trap for follower.

SEND POSTCARD
A postcard will bring you more complete particulars. Write today.

A. O. AUTOMATIC TRAP CO.

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PROMINENT USERS

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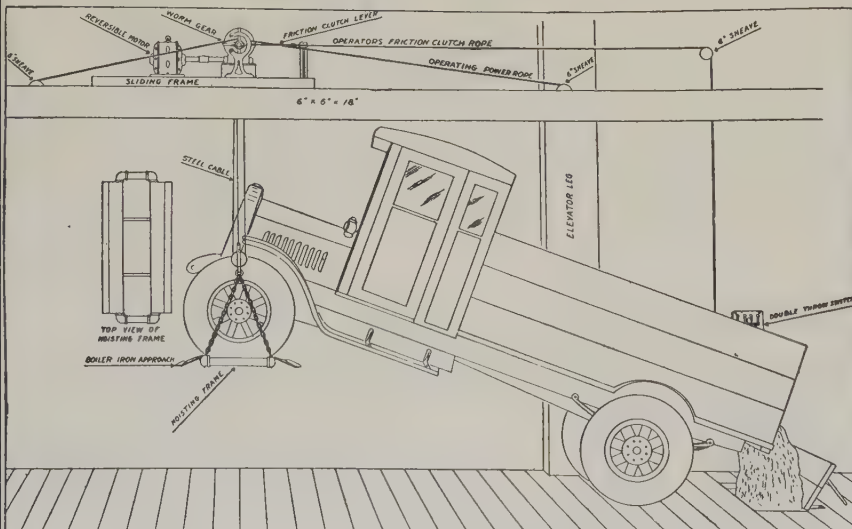
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LORD'S TRUCK AND WAGON DUMP *Master of Them All*



NO AIR TO LEAK, CONDENSE OR FREEZE

WILL DUMP from any length truck or wagon into a single pit or any number of pits.
SIMPLE in operation.
LOWEST COST of installation.

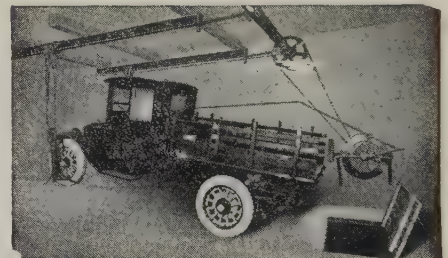
DURABILITY unexcelled.
PRACTICAL in every way.
ABSOLUTE LOCK at any height at all times.
MOTOR furnished with dump.

For detailed information, prices and descriptive circular write

Lord's Universal Truck and Wagon Dump Co.

322 Liberty Bldg.

Des Moines, Iowa



McMillin Wagon & Truck Dump

Are you quite the modern fellow
That your neighbor Jones, here, is?
Have you got the best equipment
Takes to get and keep the Biz?
If you think that you're awaitin'
For a better day,
Other fellows all around you,
Ain't a thinkin' jest that way,—

Don't go takin' Life too easy,
Don't be feelin' quite so mild.
You may think your neighbor Jones, here
Is a actin' kinda wild.
But when every one gets busy,
And the Mills all hum a tune,
He will make your head go dizzy
For the wagons and the Big Trucks will
be comin' mighty soon
To his modern elevator, with equipment
up to date.
He'll be writin' up his new ones on that
doggone little slate.

If you haven't made the move yet,
Well you'll surely feel the bump.
So get busy—Mr. Wait Yet,
And install McMillin's Dump,
For we're sure you're quite the fellow
That your neighbor Jones, here is,
And we know you want equipment
That is just as good as his.

Address

L. J. McMILLIN

525 Board of Trade Bldg.,

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Kewanee

ALL
STEEL

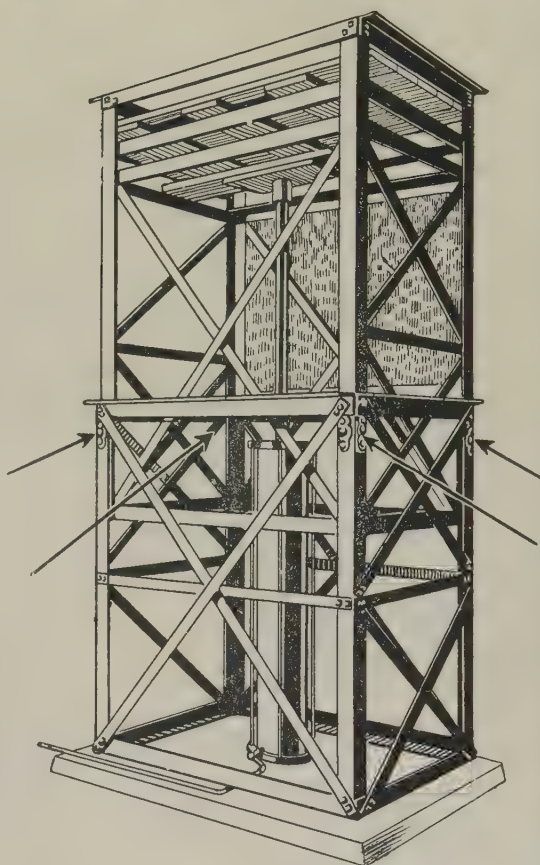
TRUCK LIFT

*the only real roller-
bearing lift made*

In a Kewanee Truck Lift the inside (raising) frame slides up and down on **high-grade roller bearings** which are permanently caged into the corner angle posts of the outer frame.

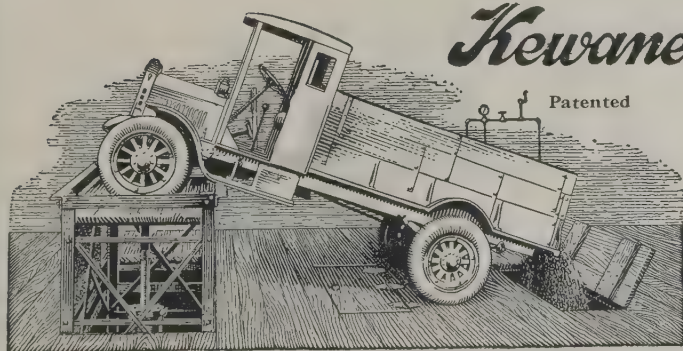
The lift can't stick. It slides up and down smoothly and easily, **and without jerking**. The frames are all steel so they can't warp.

Hence: **Less air is required to raise and lower a Kewanee** and one charging of the air tank will raise and lower more loads than with any other truck dumping device.



*This is one of the 6 good reasons
why the Kewanee is the finest lift made.
Yet it actually costs the least—installed.*

*Sold and installed by most all good elevator
contractors. If yours does not have blue
prints and prices, write us direct.*



Kewanee Implement Company

Kewanee, Illinois

Southwestern Distributors

Fairbanks, Morse & Co., Kansas City, Mo.

A Hydraulic-Press Quickly Shows Why Concrete is Water-Absorbent

MANY years ago men learned that water could not be compressed, and from that knowledge they evolved the hydraulic-press. Other laws entered into their calculations, but the basic one of the *incompressibility of water* is the one we're concerned with.

When you pour concrete there is almost always an excess of water over and above the exact amount needed. That excess water is distributed throughout the mass. Tamp it and you find that a great deal of it is squeezed out.

But — clear through the entire mass are millions of tiny, microscopic drops of water. They are not squeezed out and they remain in the mass. They are present after tamping because they cannot be compressed, regardless of their size.

The result is obvious. When the mass dries out all these millions of drops become microscopic holes in the concrete.

These exert capillary attraction and the mass proves porous. Ordinarily there are enough of these pores or voids to make practically *all* concrete water-absorbent.

In order to overcome this natural tendency of concrete to absorb water you must build up in the mass a water repellency greater than the absorption force exerted.

Medusa Integral Waterproofing is permanently effective because it is an insoluble (in its final form) compound that is a part of the concrete itself. It does overcome this tendency of concrete to absorption, and does it with a large factor of safety.

To the man about to build a new elevator Medusa Waterproofing offers positive assurance of dry pits and basements.

To the man now suffering from damp pits and basements Medusa Waterproofing offers a remedy.

To both we offer our services in solving your difficulties.

We'll gladly tell you more about Medusa Waterproofing, what it is and why it works. Thousands of operations of every type and size, over a period of eighteen years have proven the efficacy of Medusa Waterproofing in unmistakable manner.

THE SANDUSKY CEMENT CO., Dept. G. J., CLEVELAND

Manufacturers of Medusa Non-Staining White Cement, (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); Medusa Gray Cement (Plain and Waterproofed); and Medusa Cement Paint.

MEDUSA

WATERPROOFING

' ' ' Powder or Paste ' ' '





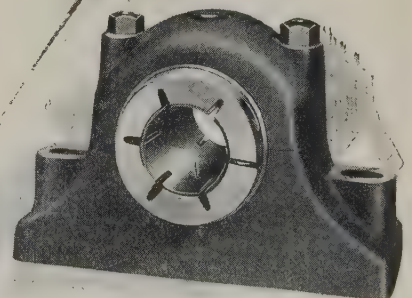
Punishment!

DODGE-TIMKEN ruggedness is necessary to continuously withstand the punishment to which modern industrial bearings are subjected.

Durable — simple — efficient as to lubrication and operation, the Dodge-Timken bearing has proved its economy over the long swing of every day use in hangers, pillow blocks, loose pulleys, and built-in machinery applications. Dodge Manufacturing Corporation, *General Offices:* Mishawaka, Indiana. *Works:* Mishawaka, Indiana, and Oneida, N. Y.

Dodge-Timken hanger bearings and pillow blocks should be your standard power roadbed. Dodge-Timken unit mountings should be built into the machinery produced in your plant. Write for the "Facts Book." It is free.

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TIMKEN
ROLLER HANGER BEARING



EVERYTHING FOR THE MECHANICAL TRANSMISSION OF

Branches: New York Philadelphia Pittsburgh Boston Cincinnati Newark Chicago
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Power

Fireproof
400 Rooms—400 Baths



Jefferson and Liberty Streets

May 5-6

Peoria will be host to hundreds of Illinois Grain Dealers. You—like many others—will make

The Jefferson

IN PEORIA

your home on these days.

Make Your Reservation Early

Write, Wire or Phone

HOTEL BROADVIEW

Wichita, Kansas

Headquarters for the Kansas
Grain Dealers' Convention
May 21st and 22d

Rooms with bath at \$2.50 per day.
Meetings to be held on the
Roof Garden

Comfort Without Extravagance

10,000 SHIPPERS
Are now using

**TYDEN
CAR SEALS**

Bearing shipper's
name and consecu-
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Prevent
CLAIM LOSSES
Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

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WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

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BAG COMPANY**

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Canadian Factory at Woodstock,
Ontario

**Whatever
Your
Question**



Be it the pronunciation of vitamin or marquisette or soviet, the spelling of a puzzling word—the meaning of over-head, novocaine, etc., this "Supreme Authority"

**WEBSTER'S
New International Dictionary**

contains an accurate, final answer. 407,000 words. 2700 pages. 6000 illustrations. Constantly improved and kept up to date. Copyright 1924. Regular and India Paper Editions. Write for specimen pages, prices, etc. Cross Word Puzzle workers should be equipped with the New International for it is used as the authority by puzzle editors. FREE Pocket Maps if you mention Grain Dealers Journal.

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It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.



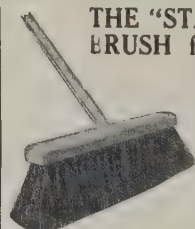
Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with keratol back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads. Weight 2 lbs. 5 oz. Price \$3.00.

Grain Dealers Journal 309 South La Salle St., Chicago, Ill.

**THE "STAR" WAREHOUSE
BRUSH for Sweeping Grain
from Cars**



Let us ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money. Used by leading terminal elevators.

\$16.00 per doz. F. O. B. Minneapolis

Flour City Brush Co.

422 So. 4th St., Minneapolis, Minn.
BROOMS—Extra heavy (43 lb.) warehouse brooms \$12.00 per doz., Minneapolis.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal



A "Known Quantity" in Modern Grain Elevator Equipment

WEBSTER service to grain elevator engineers and builders is based on an intimate knowledge of the grain elevator business coupled with an unusual ability to meet its particular conditions. This service has years of background, experience and development behind it. As a result Webster Grain Handling Equipment is a known quantity in modern elevator practice regardless of whether the equipment includes Marine Legs, Belt Conveyors, Elevators, Loading Hoppers, Spouting, or Power Transmission Machinery.

Engineers and Builders of Grain Elevators and Mills will therefore find it worth while to work with Webster Engineers on their grain handling problems. They will help you in selecting suitable equipment to meet your particular requirements. This service is at your disposal.

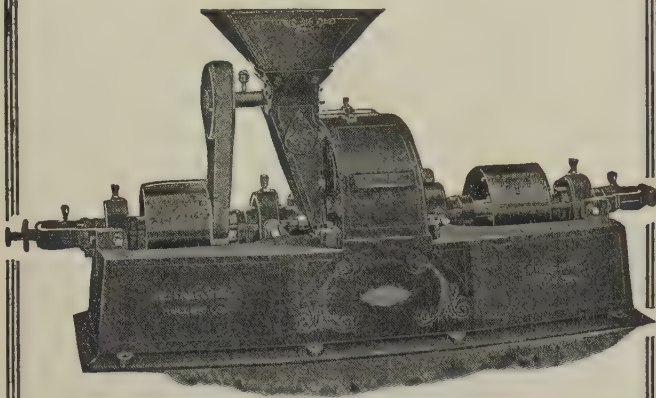
THE WEBSTER MFG. COMPANY
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WEBSTER

Grain Elevator Equip-
ment
Belt Conveyors
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The "HALSTED" HAS NO EQUAL



No Seal Rings Positive Feed
Scientific Economical
Wick Oiler Bearings

Its best friend is the man who has used other makes.

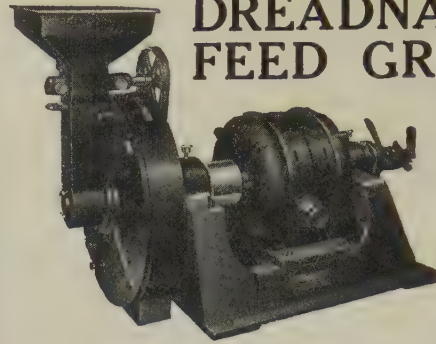
Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

Incorporated
SYRACUSE, N. Y., U. S. A.

DREADNAUGHT FEED GRINDER



WELL
KNOWN

WELL
LIKED

A GOOD INVESTMENT

"Using up" an old, inefficient feed grinder is not economy. A DREADNAUGHT installation will soon return its cost in the larger margin of profit it will show.

An old feed grinder is a luxury, especially when competition is keen. Maybe YOU can afford it, but DREADNAUGHT owners spend their money some other way.

Trade in your old feed grinder for a DREADNAUGHT and bank the profits which are getting away. Write for prices and full description.

BRYANT ENGINEERING COMPANY

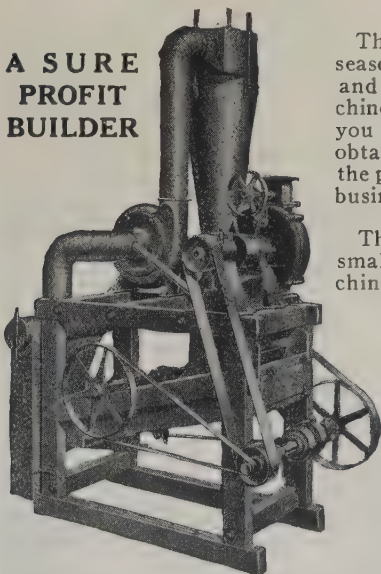
PORT HURON, MICHIGAN

UNIQUE

COMBINED CRACKER and GRADER

Produces uniform steel cut corn, grades it, and cleans it thoroughly in one operation

A SURE
PROFIT
BUILDER



The cracked corn season is coming on and with this machine in your plant you will be able to obtain a share of the profits which this business brings.

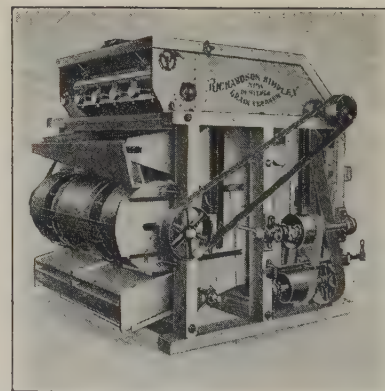
The first cost is small and the machine takes up little space in the plant. It is shipped complete, ready to be installed and operated without expense or delay.

Write us today
for complete
description.

ROBINSON MFG. CO.

42 Robinson Bldg., Muncy, Pa.

— CHICAGO OFFICE —
111 WEST JACKSON BLVD.



THE RICHARDSON "Simplex" Cleaner and Separator

for use in country and terminal elevators, embodies every essential feature of any and all cleaners and separators, and has many additional features not to be found on any competitive machine.

Wm. Haack, Mgr. Farmers Co-op. Ele. Co., Litchville, N. D., says:

It does far the best work of any Cleaner I have ever seen, it has a large capacity and is a **clean machine to work around**, there is no dust and dirt coming from it out into the room making a dirty mess around the Cleaner and filling your lungs with dust and dirt, it is an entirely different machine from the dirty, dusty man-killing kind of Cleaners I have used before.

Let us tell you more about this cleaner.

RICHARDSON GRAIN SEPARATOR CO.

1179 15th Ave., S. E.

Minneapolis, Minn.

GRAIN ELEVATOR BUILDERS

Better Elevators

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of the numerous plants which we have built will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant, write us.

Reliance Construction Co.

Board of Trade

Indianapolis, Ind.

Some supposed to be elevator *engineers* will tell you a concrete pit cannot be made water proof.

Would you buy an automobile of a vintage of ten years ago??????

Think this over when looking over plans.

Younglove Construction Co.

Sioux City, Iowa

We build concrete pits that ARE water proof.

J. E. STEVENS

53 Devonshire St. Boston, Mass.

Designer and Builder of

MODERN GRAIN ELEVATORS

A. F. ROBERTS

**ERECTS
FURNISHES**

ELEVATORS
CORN MILLS
WAREHOUSES

PLANS
ESTIMATES
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SABETHA

KANSAS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9 1/4 x 11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.55; weight 2 lbs.

Grain Dealers Journal

309 So. La Salle St., Chicago, Ill.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

San Francisco Chicago New York Toronto

L. J. McMILLIN

ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

D. F. HOAG & CO.

Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

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Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
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HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

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Stevens Engineering & Construction Co., Incorporated

Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING

ST. LOUIS, MISSOURI

Minneapolis Steel & Mch. Co.

MINNEAPOLIS, MINN.

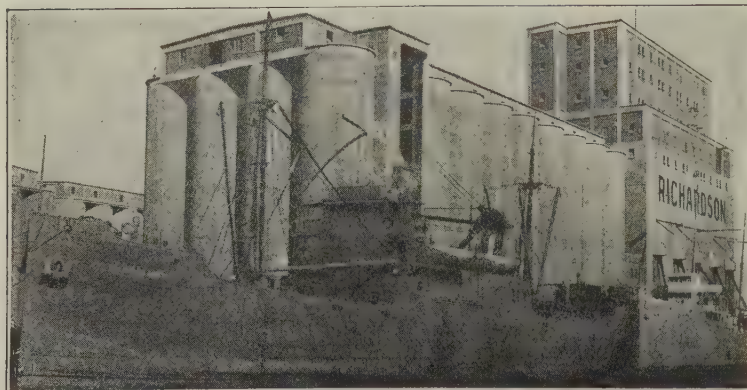
Steel Tanks for
Grain Storage

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.

Plans and Specifications Furnished



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.

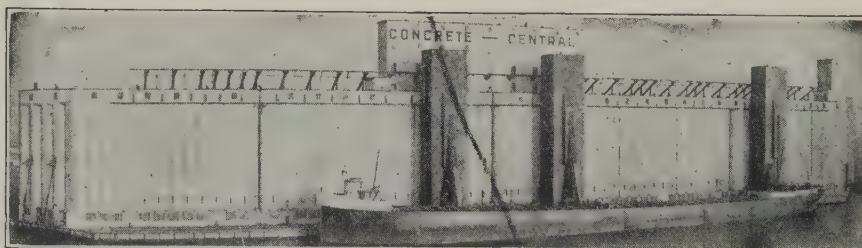
This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

Every day in every way we are designing and building better and better Grain Elevators
We have built for many of your friends—Eventually we will build for you
Why not now?

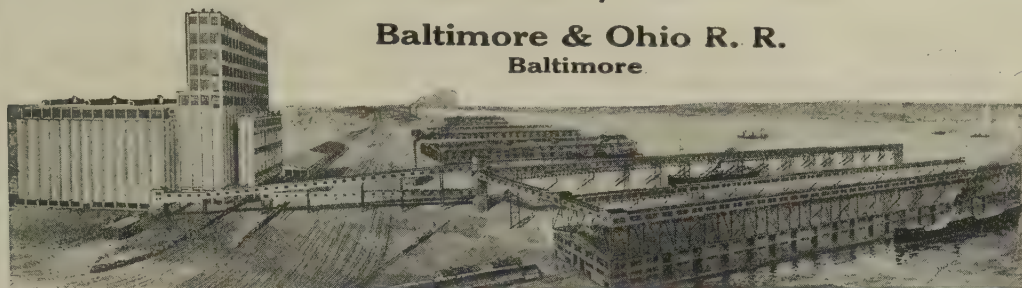


James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World
Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England



(Kehlor Flour Mills, St. Louis, Mo.)
51 circular bins.

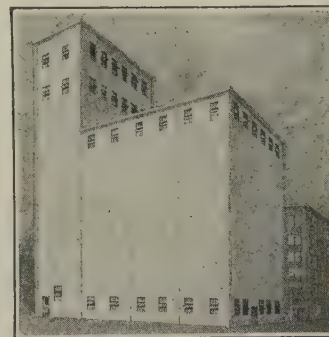
We recently built these elevators and many others of various shapes and capacities.

We design and build Grain Elevators, Milling Plants, Seed Plants, Coal Pockets, Warehouses and similar structures.

Many years experience.

WRITE US

R. C. STONE ENGINEERING CO.,
320 Merchants Exchange Bldg.,
St. Louis, Mo.



(H. C. Cole Mfg. Co., Chester, Ill.)
48 square bins.

Write for booklet describing STONE'S VEHICLE DRAIN DUMP. It is portable—Will dump in any number of sinks.

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

Ralston Purina Co.'s

500,000 bushel elevator and mixed feed plant including hay warehouses, hay grinding mill, office, molasses storage, etc.



Grain Elevators—Flour
and Feed Mills

Designers and Builders

Jones - Hettelsater Construction Company,

708-9 Mutual Building
KANSAS CITY, MO.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

INDIANA—40,000 bu. iron clad elevator for sale. Address Box 347, Royal Center, Ind.

N. W. IOWA—20,000 bu. elevator, station ships about 750,000 bu., 2 dealers. Address 54F13, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

NORTHERN ILLINOIS—Grain, coal and feed business for sale on main line R. R. Excellent location. Address 54F3, Grain Dealers Journal, Chicago, Illinois.

TWO CENTRAL NEBRASKA elevators in good condition, well equipped, good grain territory. Priced right. Address 54G25, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN KANSAS—15,000 capacity, handled 225,000 last season, Santa Fe, good competition. A real grain, coal and feed business. Address 54F8, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

IOWA—30,000 bushel cribbed elevator for sale, almost new, in town of 700, large territory, no competition. Will sell for less than replacement cost. Address 54E25, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—15,000 bu. elevator for sale; on private ground; electric equipment; located on I. C. R. R.; best grain country. Price right; can make terms; possession at once. Write 53R5, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—An 18,000 bu. elevator for sale in the best grain point in eastern Nebr. Doing a splendid business, part cash, balance good terms. Reason for selling, age and wish to retire. Address 54A16, Grain Dealers Journal, Chicago, Illinois.

MONTANA—Elevator, coal and feed business for sale. Doing fine business and legitimate reason for selling. Might consider taking in partner if able to put in right amount of cash and take charge of the business. Address 54G2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator of 12,000 bus. capacity, cribbed, iron clad, gasoline power, separate office bldg. Mill feed house of 3 cars capacity, tankage house 1 car and coal house 3 cars. No competition. On C. B. & Q. R. R. Address 54F19, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Grain elevator for sale, low drive, iron clad, gasoline power, with feed grinder, warehouses, hay barn, coal bins, office, etc.; on leased ground on Penn. lines. An old established business with plenty of sidelines; good town on hard road. Price \$15,000. Step into a good business on this purchase. Address 54G10, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO—15,000 bu. elevator for sale; strictly modern and bldg. like new. Reasonable. P. O. Box 144, Fostoria, Ohio.

MINN.—15,000 bu. grain elevator for sale; gas power; cleaner and loading scale. Address 54F2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—One or two grain elevators for sale in first-class farming and producing country. Address 54G17, Grain Dealers Journal, Chicago, Illinois.

BIG BARGAIN—15,000 bu. elevator, 3 warehouses, corn meal mill, 2 feed mills, 3 coal bins, N. C. Mo., all or half interest. Address 54E23, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILL.—Two 50,000 bu. cribbed elevators, first class condition, doing a splendid grain and coal business. Located in McLean Co. Priced right if taken soon. Address 54E11, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Modern 25,000 bu. grain elevator and lumber yard, new shed 60x240, lime and sash rooms, coal bins, well equipped office, brick engine room, oil engine. Good town with high school. Average profits good. Burks & Faith, Decatur, Ill.

IOWA—36,000 bu. elevator for sale in a good grain territory; no competition; good warehouse; electrically equipped; truck scales; air dump; land goes with buildings. Fine lake town; a bargain if taken soon. Write or call on C. M. Steward, Lake View, Sac Co., Iowa.

EASTERN KANSAS—20,000 bushel cribbed elevator for sale, sheller, cleaner, wheat cleaner, grinder, automatic scale. Changing to electric power. In a good grain country, handles large quantity of grain, coal and feed. Priced right. Address 54F7, Grain Dealers Journal, Chicago, Illinois.

OHIO—40,000 bu. iron clad elevator for sale. Good grain territory; 400 car station doing good profitable business; electrically equipped; in good running order; storage for 10 cars hay, 10,000 bus. ear corn; best shipping R. R. in Ohio; one competitor. Good reason for selling. H. G. Pollock, Middle Point, Ohio.

CENTRAL ILLINOIS—22,000 bu. elevator for sale, cribbed, asbestos covered, on private ground. Electrical equipment, Hess Drier, attrition mill, sheller and cleaner, automatic scale. Modern and in good repair. Good coal and feed business in connection with coal sheds and feed storage room. On C. B. & Q. R. R. in town of 3,000, good schools and churches. Write 54G23, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE.

WESTERN KANSAS—8,000 bu. elevator for sale, main line Missouri Pacific. Address 54F14, Grain Dealers Journal, Chicago, Ill.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write E. Hauterbrook, 1272 Walnut St., Green Bay, Wis.

NORTHEAST KANSAS—Elevator for sale on Atchison, Topeka & Santa Fe R. R., doing good business. Address 54E24, Grain Dealers Journal, Chicago, Illinois.

EASTERN NEBRASKA—Several elevators and lumber yards for sale; well located. These are choice properties. If interested write 53X21, Grain Dealers Journal, Chicago, Ill.

SMALL ILLINOIS ELEVATOR with steel lined bins and electric power. Live town of 3,000 people. Price for immediate sale \$3,850. Cash. Address 54F18, Grain Dealers Journal, Chicago, Illinois, for particulars.

TAMA, IOWA—25,000 bu. elevator for sale; 4,000 bu. corn cribs; large warehouse; coal bins, capacity 280 tons. Elevator electrically equipped and modern in every respect. Address H. J. Ferguson, Tama, Iowa.

12,000 BU. cribbed elevator, also modern bungalow, garage and chicken house; 65 miles S. W. of Omaha. A money making proposition, no competition; very little feeding. Address 54F16, Grain Dealers Journal, Chicago, Ill.

INDIANA, JAY COUNTY, fully equipped grain elevator, capacity 18,000 bus., gasoline power. Metal and tile building; on G. R. & I. R. R.; in good corn, oats and wheat vicinity; coal, fence, wool, etc., side lines. Address Box 610, Portland, Indiana.

16,000 BU. ILLINOIS elevator, studded, with composition roof, electric power, mill feed house 2 cars capacity. All bldgs. on own ground. No competition. Has handled 90,000 bus. Bargain for a cash customer. Address 54F20, Grain Dealers Journal, Chicago, Ill.

INDIANA—Elevator, well located in city of twelve thousand; in good dairy and farm country. Well established feed business in connection which will show handsome profit every year. Owners have too many irons in the fire. A genuine bargain. Address 54E22, Grain Dealers Journal, Chicago, Illinois.

NORTHEAST NEBRASKA—Fully equipped mill and elevator, warehouses, truck and wagon scales; buildings and machinery in good condition; two railroads; in one of the richest farming sections in the state; for sale or exchange for Western or Dakota land. Address 54F10, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Grain elevator, iron clad, electric power, low drive, for sale; warehouses, hay barn, coal bins, etc.; on private ground along B. & O. W. S. R. R. An old established business with plenty of sidelines, in a good town on a concrete road. Price \$10,000. Write 54G9, Grain Dealers Journal, Chicago, Ill.

INDIANA—Owing to sickness of one member of the firm, who is compelled to retire, we are offering six of our Indiana Elevators for sale on easy terms, or will sell an interest in any number to party that can invest a small amount and get the business by hustling. These houses are owned by one of Indiana's largest grain dealers and have always done a nice business. Here is a chance for a live one, none other need apply. Address 54D13, Grain Dealers Journal, Chicago, Illinois.

FOR SALE At sacrifice price on account of poor health, large transfer house and six elevators in good Indiana territory, country business will exceed a million bushels a year.

J. D. Chancellor & Son
515 Columbia St. LaFayette, Ind.

ELEVATOR FOR SALE OR RENT.

FOR SALE OR RENT—30,000 bu. concrete elevator with Hess Driers attached. Ill. Central—Penn.—Wabash switching. Address J. M. Allen, Box 75, Decatur, Illinois.

ELEVATOR BROKERS.

ALWAYS HAVE grain elevators for sale. J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

LIST YOUR ELEVATOR, if for sale or trade, with us. We may find for you what you are looking for. F. E. Nolte Co., Lee Bldg., Room 526, Kansas City, Mo.

ELEVATORS WANTED.

WE HAVE A BUYER for a grain elevator located on a good line doing an excellent business. Hoke & Mishler, West Milton, Ohio.

WANTED ELEVATOR, must be in first class condition and in good grain territory in Iowa. Address A. J. Froning & Son, Garrison, Iowa.

INDIANA—Will exchange well improved 160 acre farm in good farming district for elevator in Indiana or Illinois. Address Lock Box 36, Pence, Ind., for details.

MONTANA ELEVATOR wanted, must be in good condition at good point. No lemon wanted. Describe house, competition, business annually, territory, location and price. Address A. M. Markuson, Sumatra, Montana.

WANT two or three elevators, Central Kansas. Must be good points. Complete description of houses, territory, location, competitors and price first letter. Address 54E12, Grain Dealers Journal, Chicago, Illinois.

FOR RENT.

OUR PLANT which we operated as a feed store for 40 years and until October 1st, 1924. 1923 sales \$175,000.00. Address Conklin & Cummins, Goshen, New York.

MILLS AND ELEVATORS FOR SALE.

FOR SALE—A 100-bbl. mill and grain elevator in the heart of hard wheat territory. Low price. Write The Bushton State Bank, Bushton, Kansas, for particulars.

WILL SELL CHEAP—Mill and elevator with 20,000-bu. capacity; good custom and feed trade; natural gas power. Address Beggs Mill & Elevator Co., Beggs, Okla.

MILLS FOR SALE.

OHIO—Flour mill and feed grinding, cornmeal, run by an ever flowing water power; located 14 miles from Dayton, O., 28 acres of good ground, 8 room house strictly modern, large tobacco shed room for 5 acres. Bargain. Address Hoke & Mishler, West Milton, Ohio.

BUSINESS OPPORTUNITIES.

WILL SELL HALF INTEREST in an up-to-date flour, elevator and feed business in a good Kansas town. Need another active man in the business. Address 54G19, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Combination Mixed Feed and Corn Meal Mill. Daily capacity 500 bbls. corn meal, 125 tons mixed feed. Elevator capacity 50,000 bu. Located at St. Joseph, Mo., heart of the grain belt with live terminal grain market. Machinery all in good condition. Real estate very valuable account located in the heart of the city with good retail business. Address 54F22, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED.

WANTED POSITION as manager of small elevator, 17 years experience. Address James Vincent, Hillsdale, Michigan.

POSITION WANTED as manager or assistant in grain elevator; 15 years' experience; best of reference. Address 54G3, Grain Dealers Journal, Chicago, Illinois.

AN A1, ALL AROUND elevator operator of long experience and proven ability will be open for a position about May 1st. Address 54F5, Grain Dealers Journal, Chicago, Illinois.

WANT position as manager Farmers' Co-op. or Line Elevator; 4 years' exp.; speak English and German; good references; single; 28 years old. Roy Rademaker, German Valley, Ill.

WANTED—Position as manager of farmers' elevator, 15 years' experience, understand side lines, stock buying, bookkeeping. Best of reference. Write Roy Taylor, Coloma, Wis.

POSITION WANTED as manager of Country Elevator; 14 years' experience; speak English and German; references. Give me a trial. Address 54G1, Grain Dealers Journal, Chicago, Ill.

WANT position as manager of farmers' or line house; 4 years' experience; single, 24 years of age; references; prefer N. W. Iowa. Address 54G5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator, or with good commission company, 4 years' experience, grain, coal and feed. Can make small investment, A1 ref. Box 76, Sparks, Kans.

WANTED—Position as manager or assistant to manager of Farmers' Elevator; 7 years' experience in grain, feed, flour and coal business; capable; reference. Address 54E6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of country elevator; six years' experience; understand side lines, books; best of references. Now employed, desire change. Address 54G8, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position in the grain trade by man with 18 years' experience in grain—as Federal inspector, buyer for one of the largest firms in the business, and as manager of both country and transfer elevators. Address 54F9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of first class country station; have had 20 years' experience as country elevator buyer and am familiar with all phases of country grain business. Can furnish good references. Address 54G6, Grain Dealers Journal, Chicago, Ill.

YOUNG, AMBITIOUS, ENERGETIC, MARRIED, MANAGER 8 YEARS' EXPERIENCE DESIRES RESPONSIBLE POSITION WITH FIELD FOR EXPANSION GOOD BOOK-KEEPER WITH EYE FOR DETAILS. GOOD JUDGE OF GRAIN. CAN INCREASE YOUR VOLUME OF BUSINESS AND PROFITS. CAN PROVE THIS TO YOU. WRITE 54E4, GRAIN DEALERS JOURNAL, CHICAGO, ILL.

HELP WANTED.

BOOKKEEPER wanted who is familiar with the grain trade and handling country stations. Write 54G7, Grain Dealers Journal, Chicago, Ill.

WANTED—Competent man to represent us in northern Iowa, selling a complete line of grain elevator machinery and supplies. Must have car. R. R. HOWELL & CO., The Grain Elevator Supply House, Minneapolis, Minnesota.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

MACHINES WANTED.

WANTED—Cast iron adjustable boot, 20 inches or more, also corresponding buckets and belting. Address W. E. Gest, Defiance, Ohio.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

GAS ENGINE—25 H. P. Howe, gas or kerosene, in excellent condition. We are installing electric power. The Odell Grain & Coal Co., Odell, Illinois.

GAS ENGINE—35 H. P. Westman 3 cylinder gas or kerosene, in good condition. Can make prompt delivery. Address Wisconsin Drainage Company, Elkhorn, Wisconsin.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

WE HAVE EQUIPPED OUR PLANTS WITH ELECTRIC MOTORS AND OFFER FOR SALE: ONE 50 H. P. FAIRBANKS-MORSE TYPE "Y" OIL ENGINE WITH AIR COMPRESSOR DOUBLE AIR TANKS, OIL SUPPLY TANK AND 1½ H. P. FAIRBANKS-MORSE ENGINE FOR COMPRESSING AIR. ALL COMPLETE FOR \$1,200 ON BASE AT BRECKENRIDGE. ALSO ONE 25 H. P. FAIRBANKS-MORSE "Y" ENGINE AT \$300.

BRECKENRIDGE FARMERS ELEVATOR CO. BRECKENRIDGE, MICH.

ENGINES WANTED.

WANTED—25 H. P. Type Y or Type N. B. Fairbanks-Morse Oil Engine. Address Geo. Couch & Sons, West Salem, Illinois.

SCALES FOR SALE.

FOR SALE—Used 4 bu. Richardson Automatic Scale No. 4040. Address Dalton Grain Company, Dalton, Nebr.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

RICHARDSON Automatic Scale, latest self compensating type, 8-bushel hopper, capacity 2,000 bushels per hour. Also 5-bushel Richardson, 1,250 bushels per hour, latest type. Scales in excellent condition. Address Farmers Co-op. Elevator Co., Duncombe, Iowa.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

MACHINES FOR SALE

ONE 24" SPROUT-WALDRON attrition mill, as good as new. Write for details. General Milling Corporation, Buffalo, N. Y.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

TIME PAYMENTS ALLOWED on the Boss Air Blast Combination Cleaner and Car Loader. Equipped with motors if needed. Loads cars without scooping. Boosts grades. Quickly pay for themselves. Maroa Mfg. Co., Maroa, Ill.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

ATTENTION! BARGAIN.

Four 120-bushel Nordyke & Marmon Driers and Coolers, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—1 Barnard & Leas Wheat Cleaner, size 60, capacity 800 bushels hour.

1 Ehrsam Roller Mill with three sets of rolls. Size of rolls 9 by 24.

Machines in good condition and priced right. Berthoud Farm Products Co., Berthoud, Colo.

ATTRITION MILLS—1 Halsted 18" plain bearing; 1 Robinson 20" plain bearing; 1 Monarch (nearly new) 20" motor driven B. B.; 1 Monarch 22" B. B. motor driven, 2 phase, 60 cycle; 1 Monarch 20" B. B. belt driven. Feed rolls, one 9x18 three high N. & M.; one 9x18 Allis three high; one 9x24 N. & M. two high. 1 Standard Corn Cleaner, reels clothed for cracked corn; 1 Day Batch Mixer; Spiral Steel Conveyor 6-14"; 20 Clutches, 10-400 H. P. Scales, one 3 bu. automatic bagging scale; 1, 2, 4 and 8 bu. Richardson automatic; 1 Fairbanks warehouse dormant scale; 1 hopper scale. 1 Huhn Dryer; 1 Eureka Magnetic Separator; 1 Monitor No. 5; 1 Monitor No. 4; cyclone dust collectors, all sizes; perfection dust collectors; large and small elevators complete; rolls ground and corrugated. Write us your wants, we save you money. A. D. Hughes Co., Wayland, Mich.

MACHINES FOR SALE

ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

W. R. Leathers, Mgr.
9 S. Clinton St. Chicago, Ill.

SEEDS FOR SALE.

SOY BEANS for sale, Ito Sans and Manchou, purity and germination test furnished. Price \$2.10. Amboy Grain Co., Amboy, Ind.

FOR SALE—Any quantity and quality of seed you want to purchase. If you don't find what you want in the "Seeds For Sale" section, advertise for it.

FOR SALE—Hog, Siberian, Common, White Wonder and Early Fortune millet. Red and black amber cane, sudan. Can furnish in straight or mixed cars, recleaned or country run. Reimer-Smith Grain Co., Holyoke, Colo.

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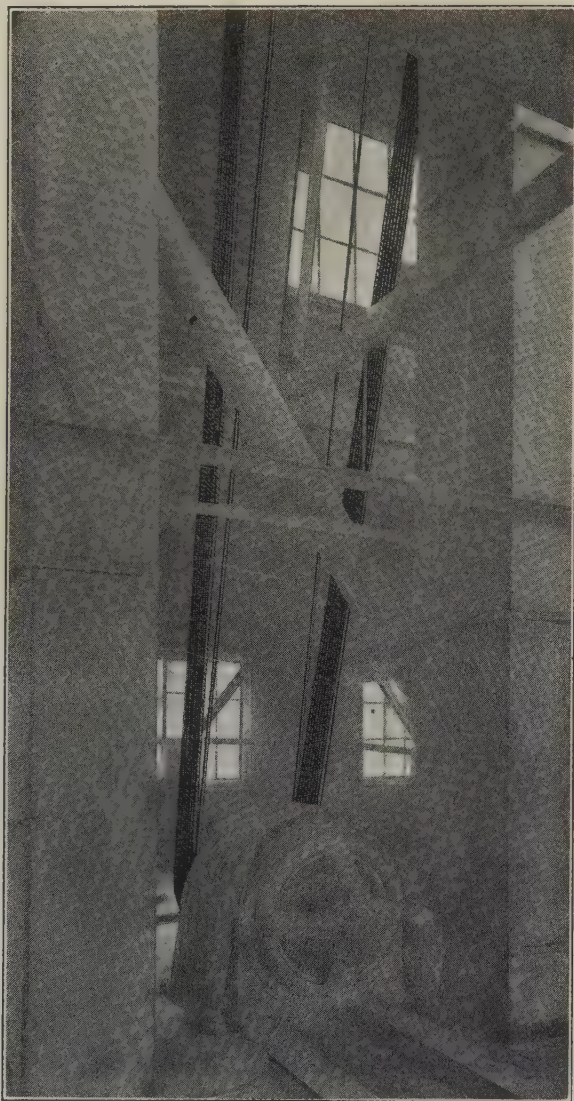
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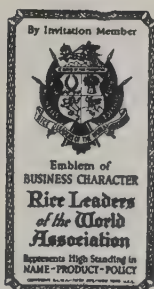
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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, APRIL 10, 1925

DEALERS anxious to buy an elevator will find an unusual offering of real bargains in our "Elevators for Sale" column, this number.

SO MANY elevators are being burned business should be excellent for those remaining when the new crop starts to move.

THE IOWA thresher's lien bill is not expected to pass the house, and grain buyers in that state will be spared one more drawback to the business.

NOW THAT the Straits of Mackinac are open to navigation, the congestion of the elevators at Fort William and Port Arthur can be relieved by an enlarged fleet of lake vessels.

BUREAUCRATIC centralization of government at Washington is so loading down the cabinet officers that they must either delegate important duties to incompetent subordinates or suffer a breakdown in health.

THE TIME is near at hand when all elevators should be overhauled, repaired and all manlift cables carefully inspected and tested. No elevator operator can afford to place his life in jeopardy with a weak or worn out cable.

"STOCKS of wheat are sufficient to meet all requirements," said the U. S. Dept. of Agriculture March 16. Then May wheat dropped from \$1.72 March 16 to \$1.51 the next day. Was the secretary trying to manipulate the market down?

WEED SEEDS constituted 5 per cent of the seed "wheat" in 653 samples used by growers in Minnesota. As long as this condition exists grain buyers in the spring wheat territory should do all they can to improve the seed used by their patrons.

COLORADO dealers will be charged \$50 a year for the privilege of buying and selling farm produce if a bill now pending in the state legislature is enacted into law. Evidently some grafter with an ambition to become Director of Markets in the Centennial State is pushing the bill.

RIGHT OF WAY leases indemnify railroads for damage by fire even outside of the right of way, as ruled by the South Carolina court. Its decision, reported elsewhere in this number of the Journal, is another argument in favor of building elevators only on private ground.

GRAIN SHIPPERS everywhere will be pleased to know that the last Congress enacted a law intended to facilitate the prosecution of thieves who break car seals. A rigid enforcement of the law by our tender hearted judges would go far toward discouraging pilfering of grain from box cars.

COLORADO'S POOL has served its members with such complete dissatisfaction that large numbers are demanding the quick repeal of the law under which the pool was organized and is now operating. All of the pools which have been hoarding grain for these many months were much distressed by recent declines.

ANY ONE obsessed with the idea that North Dakota is still struggling with the wild theories of the non-partisan league should read the sane address of the president of the North Dakota Farmer Grain Dealers' Ass'n, elsewhere in this number. It is a pleasing departure from the wild cant of Townley and his followers.

FAKERS who advertise for buying orders in the grain markets, at the same time pointing out the large profits to be made, are never members of an organized exchange and could not retain their membership if they continued the dissemination of such misleading information. Some farm papers seem to delight in carrying advertisements of firms who prey upon their subscribers and the wonder is that many of these publications are not thrown out of the mails because of the misleading advertisements which they publish.

ILLINOIS LEGISLATORS have again for their consideration a bill providing for a tax on contracts for the sale of grain. The state does not need the tax money. Those who contract for the farmers' products do not seem to be in immediate need of political regulation so the bill is probably introduced on general principles. Why men who are supposed to have sense enough to go to the legislature persist in drafting and presenting wild bills of this character is beyond comprehension. No demand has been made for such fool legislation and such a law would help no one even though it were enacted. If it were enforced it would hurt the grain producers of the state more than any one else.

CARS LEAKING grain at destination as is clearly shown by our reports published elsewhere in this number from different markets are becoming fewer and fewer. This should delight both the shippers and the railroad claim agents. If the railroads persist in their vigilance in the matter of improving the condition of their cars and the shippers exercise more and more care in the cooping of cars, a box car leaking grain will soon be a thing of the past.

THE DEFICIT occurring monthly from the operation of the state mill and elevator at Grand Forks, N. D., does not seem large enough to bring the fear of loss home to the state lawmakers, so they are now considering a bill to provide for another state venture into the public elevator business at the same point. It is very evident that some of the lawmakers of that state are sorely in need of a guardian else they will soon force the taxpayers of that great commonwealth to buy another gold brick.

A KANSAS correspondent in "Letters" this number expresses positive objections to elevator men conducting a trucking service for farmer patrons principally because they will render the service free and run into the sheriff's hands. Any one who renders a valuable service and does not charge enough for it to take care of his overhead and compensate him for his time and labor is a poor merchant and he has no right to expect to attain real success in the grain business.

DID YOU ever try to cultivate the friendship of your competitors? Do you discuss with them the problems of your local market and help them to get your viewpoint? Did you ever stop to think that maybe they have convictions of which you know nothing and might profit by discussing those very problems with them? While competition may be necessary in your market, kindly co-operation and a helpful spirit toward one another will bring much more happiness to you, and it is likely to bring more profit to all. Jealous intolerance and hate of one's competitors never helped any business man. The community, the market and the dealers will be far better off to work together for the promotion of the common interests of all than to indulge in continual overbidding contests for the business.

GRAIN DEALERS who have new side lines or equip their plants to render a new service to their farmer patrons owe it to themselves and their patrons to make a special effort to advertise the new feature not only to all their old customers, but to all the farmers of their territory. One Iowa manager whose letter is published in this number not only took occasion to advertise his new feed grinding department, but attempted at the same time to establish special days for feed grinding in the hope of inducing the farmers wanting feed ground to come on Tuesday or Wednesday and leave him free the rest of the week to attend to other matters. This should work an economy in the mill's operation and help to improve the service. Effective advertising by country grain merchants of the various services they seek to render to their farmer patrons has always proved helpful to both.

THE WORLD'S CARRYOVER of wheat does not promise to be very large and if European conditions are no better than they are in the winter wheat section of the U. S., then we should have a wonderful increase in the acreage of spring wheat. Even though the total crop of wheat equals that of last year, prices will not be low, because little rye or wheat can be expected from Russia.

IMPROVEMENTS reported in the March 25th and April 10th numbers of the Journal prove conclusively that the grain trade is coming back with vigorous earnestness. Many elevator owners have put off improvements for four or five years until traveling inspectors report that unless they make improvements soon their houses will fall to pieces. The cost of operating a run-down, out-of-date elevator is so much greater than the well equipped, smooth-running, fast-handling house, it seems disastrously wasteful to persist in its operation.

OFFICIAL caution against the contemplated 14 per cent increase in spring wheat acreage is of no benefit to the flour millers of the Northwest, who have been drawing hard wheat from Kansas every year to help out their supplies. With the reduction of 116,000,000 bus. in the promised winter wheat crop the caution against increasing the acreage of spring wheat appears ill advised. What the spring wheat farmers really need is a great reduction of the foul weed acreage. The markets never are surfeited with spring wheat of superior quality free from trash.

ONE OF THE great advantages of having the elevator office some distance from the elevator proper is that if the elevator burns the books of account, the records of the business are generally saved, even though the office does burn. An Indiana elevator which burned recently lost all its records and it is known that the open accounts exceeded a thousand dollars. The broken safe supported the suspicion that some one interested in the open accounts had started the fire. It is so easy to remove this cause for setting fire to a grain elevator that all elevator men should keep their books of account away from the elevator. The friends of spontaneous combustion are too unscrupulous for safety.

MILL OATS to the amount of 15,000,000 bus. are reported to have been taken out of the flax and wheat crops of North Dakota on the 1924 crop, and in addition to this, the cleaners removed 4,600,000 bus. of weed screenings from the flax and wheat of North Dakota on the crop of 1924. Robert Black whose address on "Dockage to Dollars" is published elsewhere in this number, has estimated that each elevator of the state handled over 11,500 bus. of dockage. Many of them paid freight on this rubbish and doubtless most of them paid wheat prices for it. Both producers and handlers would be a lot better off if all seed grain were thoroughly cleaned and the soil thoroughly worked so that the wheat and flax seed planted in that state could have a fair show to grow and produce a crop without fighting weeds all summer and dodging the dockage scales throughout the marketing season. The farmers of North Dakota pay an awful price for their slothful farming.

WINDSTORM sufferers will be much interested in the suggestions of our correspondent in "Letters" for safeguarding country elevators against the wind hazards. Last year more grain elevators were wrecked by wind than for many years, yet some builders of high cribbed elevators used nothing larger than 2x4. Such lack of foresight is sure to result in a wreck the first time a strong wind blows.

SASKATCHEWAN'S wheat pool in hope of convincing its members of the superior wisdom and foresight of its managers, is advertising for bids to build thirty new elevators. At one point where it proposes to build, 7 elevators are already handling the farmers grain. Two other points have 6 elevators each; two have 5, four have 4, seven have 3, and nine have 2 elevators. It might be the part of wisdom to buy one of the old elevators rather than to waste any more money in providing a new elevator where none is needed. The business acumen of the average pool promoter is past understanding.

THE Soviet's decision recently to permit private trading is an unwilling confession that government control of business is a failure. The Russian premier declared Apr. 3 that "The trade desert which exists in certain regions of the soviet union is more harmful and dangerous than private capitalists." The head of the supreme economic council said, "Our previous economic policy was a mistaken one." It is hoped that Chairman Haugen of the house agriculture committee, who has gone to Europe for inspiration will penetrate as far as Russia and learn that his McNary-Haugen government price control bill is a mistaken economic policy.

SPORADIC and ill-timed attacks by the Washington authorities on bull speculators can only have the effect of making price fluctuations more erratic. Under paragraph (b) of Sec. 6 of the Grain Futures Act the commission of three can rule a trader off the exchanges for violating "any of the rules or regulations." It is within the power of the Administration to make a "regulation" prohibiting any individual from purchasing or holding more than any certain number of bushels of grain, 50,000 or 5,000,000, according to its whim. That the Administration has not done so shows it to be wiser than the framers of the Act. The threat is always there, however.

IF THE Grain Futures Administration were transferred to the Department of Commerce, which naturally has to do with purchases and sales of all commodities, investigations of alleged manipulation of grain future prices would not be postponed until after prices had been driven to their peak. Producers of grain are always glad to have prices of their crops advance and any declaration by the U. S. Dept. of Agriculture that wheat was not worth the price and was being manipulated upward would condemn the Department in the eyes of the class it has under its wing. The fact that no investigation was specially demanded by the head of the Department until after the boom collapsed speaks for itself.

THE PRESS AGENT noise made by the Secretary of Agriculture March 18 directing the Grain Futures Administration to make a full investigation was unwarranted and unnecessary, since the Grain Futures Administration had already been making a study and record of its complete data on future trading.

The Welshers.

Few level-headed business men have any sympathy with the welshers who default on their contracts or complain against speculation because the market didn't go their way. Even though we had no well regulated trading places such as grain exchanges, boards of trade, etc., the owners of the world's food products would be compelled to take chances on what they could sell their holdings for. No section of the world which is short food delights in advertising that fact to the rest of the world until it has purchased enough at current prices to make good its shortage. Grain is being harvested in some portion of the world nearly every month of the year and each country's production and the disclosure of shortages in the crops of other countries all directly and quickly affect the price. Few speculators have advance information of conditions; most speculators are merely trailers.

Large merchandisers of food products always keep their eye on the world's producers when they have a good supply, expecting the market price to be affected by the crops of other countries.

Practices, rules or laws which are unfavorable to either buyers or sellers can not be justified by either the agitator or the politician. Values the world over in any food product which is produced in many countries must change frequently. The idea of suppressing all speculation or dealing in grain for future delivery because of violent fluctuations in price is ridiculous, because we will surely have much wider and more frequent swings in the market if dealing in grain for future delivery were prohibited.

Future trading generally exercises a steady influence to values. To limit all dealing in grain to cash transactions would surely result in wider vacillations every day and prices would always be more responsive to purely local conditions than under present trading conditions. Now the grain merchants of the world who find it necessary to buy or sell grain for the promotion of their business can hedge in a central market and protect themselves against these rapid changes in value. To deprive them of this protection would surely result in a much wider variation of prices throughout the world each day, and far more violent fluctuations than we have yet known. However, we must expect to be flooded with impractical suggestions for the abolition of the grain exchanges and speculation generally whenever the swing of the market cripples a lot of speculators.

Closing the boards of trade of the United States would quickly result in the establishment of well regulated grain exchanges abroad to the great disadvantage of all grain dealers at home, so the welshers would be worse off than now, if their peevish demand was granted.

Trade Needs Uniform and Extended Transit on Grain.

Theorists having only a narrow conception of the needs and burdens of the grain business are disposed to lay down impractical and costly limitations on the use of inbound billing. They would have billing canceled currently or within three days. They would outlaw billing over a year old.

Open contracts, especially on the exchanges, run for long periods of time, and by hedging sales of futures are carried from one year to another. To have the grain which the dealer has in his elevator to meet those contracts forced out of the elevators and reshipped on account of the imminent expiration of the billing that might make an 8-cent loss, works an injustice to the elevator man. The farmer is involved, as the forced marketing of, for example, 50,000,000 bus. of oats in store would affect the price obtained by the grower for the coming crop, adversely.

Grain always has been handled differently from other commodities and the carriers should adjust their transit regulations to meet the needs of the trade, which are changed from what they were in the years before the war. Formerly the outlets for grain were about the same season after season; but now, while the sources of supply for the terminal markets are about the same each year, their outlets change. A territory that formerly absorbed considerable grain from a certain market may drop out of the buying list for several months. This change may be temporary, but while it is effective the terminal seller must dispose of his grain elsewhere or hold it. For this reason he needs a more liquid and fluid transit arrangement.

From the standpoint of the producer and consumer the terminal market dealers having old billing representing grain on hand ought to have rules permitting them to use small balances of billing more than one year old. The carriers and the Interstate Commerce Commission are urged to give their earnest consideration to the rule proposed by the terminal grain merchants and published elsewhere in this number of the Journal. The proposed rule wipes out the 30-day, 3-year and 1-year limitations, is a movement toward uniformity and, considered broadly, makes no inroads on the carriers' revenues.

Tax on Futures Unconstitutional.

The legislature of Manitoba in 1923 enacted a law taxing sales of grain for future delivery, per thousand bushels, 6c on wheat, 12c on flaxseed, and 3c on oats.

As this tax was collected from shippers of grain in the provinces west of Manitoba making sales of futures thru brokers on the Winnipeg Grain Exchange objection was made by the Saskatchewan grain growers. Even before the bill was passed the Province of Saskatchewan objected, as it was employing the powers of taxation by one province to bear heavily on the main industry of another province.

Saskatchewan got a favorable decision in the Supreme Court of Canada, and the Government of Manitoba took an appeal to the Privy Council at London, England, which on Mar. 24, sustained the contentions of Saskatchewan that Manitoba was without power to levy such a tax. The judicial committee of the Privy Council held the law was "ultra vires."

The appeal by the attorney-general of Manitoba was dismissed, the Council declaring the law of "no legal effect under the British North America Act," which is the constitution of the Dominion of Canada, and stating that "the tax contemplated payment of the tax by some one else than the person on whom it was imposed."

The Province of Saskatchewan was represented at the hearing in London, and alleged the tax was an additional expense for the dealers and exporters which must be reflected in the price the farmer is able to get for grain at country points. The Dominion Government

also backed the appeal by Saskatchewan on similar grounds.

It was announced at Winnipeg Apr. 2 that all money collected by the Province of Manitoba on the grain futures tax would be refunded to grain firms, and that no further restrictive legislation on grain future trading thru the imposition of taxes would be attempted.

The tax read "on offers to sell" and was levied on calls. No tax was levied on puts. Now all taxes in grain for future delivery are off, and subject to refund by Winnipeg brokers to their customers.

Railroad Released from Fire Liability by Right of Way Lease.

Sparks from a locomotive engine set fire to bales of cotton stored outside of the railroad right of way but the owner of the cotton was denied damages by the court because he had warehouses on the right of way under a lease containing a clause indemnifying the railroad company from all loss by fire however resulting "arising by reason of the presence of said warehouses or either of them upon the right of way of the railroad company and the occupation and use by the licensee of the said right of way for the purpose aforesaid."

Two of plaintiff's, Hill Mercantile Co.'s warehouses were entirely within the right of way. The third was 16 feet on and 34 ft. off the right of way, of the Southern Ry. at Sharon, S. C. The fire started in some baled cotton on the ground outside the right of way, which was intended by the Hill Mercantile Co. to be trucked into one of the other warehouses on the right of way for shipment. Of the entire lot of 200 bales of cotton 58 had been loaded into cars, the remaining 142 bales were burned, and plaintiff brought suit for \$15,473.

The lower court decided against plaintiff on account of the lease, and the Supreme Court of South Carolina on Feb. 12, 1925, affirmed the decision.

The Supreme Court said: The main contention of the appellant, as we gather from the argument of his counsel, is that it indisputably appears that the fire originated either upon a bale of cotton on the platform of warehouse No. 3, or on the warehouse just beside that bale, both points of which were outside of the right of way; that in neither event could it be said that the presence of the warehouse on the right of way was a contributing cause to the setting fire by the railroad company to either the cotton or that portion of the warehouse outside of the right of way, or that the fire arose from "the occupation and use of said right of way for the purpose aforesaid."

We do not think that the appellant's counsel has properly interpreted the indemnity contract. What it says and what it means is that, if the loss or injury, not the fire, arose by reason of the presence of the warehouse upon the right of way and of the occupation and use by the licensee of the right of way, the indemnity should have effect. Regardless, then, of where the fire originated, whether on or off the right of way, the location of the warehouse, although partly on the right of way, necessarily contributed to the loss or injury. There was no error therefore in the interpretation of the contract in this respect by the circuit judge.

The circuit judge was really more favorable to the plaintiff in the third proposition stated above than he should have been, in reference to cotton that had been placed upon the platform of warehouse No. 3. He held that, unless

the cotton was so placed to be transferred and stored in the warehouse, the indemnity was not effective. The platform was as much a part of warehouse No. 3 as the main building, and if it should be used as a place for local storing thence to be transferred to the platform of warehouse No. 2 for loading and shipment, the warehouse would have been as much utilized as a warehouse as if it had been the purpose of the plaintiff to transfer the cotton from the platform into the warehouse.

That the circuit judge is right in not allowing counsel for the plaintiff to comment on the evidence tending to show that the railway company had insurance upon the cotton is demonstrated by the cases of *Horsford v. Glass Co.*, 92 S. C. 258, 75 S. E. 533; *Burgess v. Germany Roy-Brown Co.*, 120 S. C. 285, 113 S. E. 118; *Duke v. Parker*, 125 S. C. 442, 118 S. E. 802.—126 S. E. Rep. 642.

Supreme Court Ruling Against Federal Spying.

The decision by the United States Supreme Court affirming the ruling by the District Court against the Federal Trade Commission and in favor of the Baltimore grain exporters, while gratifying to merchants generally, does not have the broad application that grain dealers may wish.

The earlier decision by the Supreme Court in the case of the American Tobacco Co. declared against permitting a search thru all records "in the hope that something will turn up." Congress had not declared, as in the case of the Grain Futures Act, that the tobacco business was affected with public interest. An example of public interest warranting governmental probing of business records is the railroad business. In the beginning a railroad company's affairs were private, as the grain merchant's business always has been. Now the railroads are required to make a great number of reports to the government, all because the carriers are held to be a public interest.

When Congress in enacting the Capper-Tincher bill declared grain futures trading to be affected with public interest it took an important step toward depriving grain merchants of the privacy that all other merchants enjoy as a matter of right.

Off the exchanges, however, dealers still retain all their right to conduct their business without spying and without furnishing reports of transactions, as stated in the decision by the District Court, published in full in the Grain Dealers Journal Feb. 25, 1923, page 247, and now affirmed by the Supreme Court.

Arbitration contracts are made valid, enforceable and irrevocable thruout the federal courts by the Mills federal arbitration law enacted by the last Congress. The bill was sponsored by the American Bar Ass'n.

Madison, Wis.—The farm horse in Wisconsin will be exempt from taxation when a bill exempting 4 horses on each farm, recently passing the senate, meets the approval of the assembly in which it has many good friends. Senator W. A. Titus of Fond du Lac, its sponsor, believes that horses are entitled to exemption just as well as the tractor which has paid no taxes for a long time.

THE Business of Marketing Grain is like a wheelbarrow. It stands still unless someone pushes it; and generally the dealer who pushes the hardest reaches the best markets.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Export Trade Rules?

Grain Dealers Journal: Where can we get a copy of the rules of the North American export grain trade?—E. O. Billingslea Grain & Cotton Co., Frederick, Okla.

Ans.: About 50 of the leading firms engaged in the export grain trade are members of the North American Export Grain Ass'n, James Ward Warner, pres., and Wm. C. Mott, sec'y, and copies of the trade rules and by-laws may be obtained by addressing the Ass'n at No. 2 Broadway, New York.

Measuring Contents of Bins?

Grain Dealers Journal: What percentage is usually figured for shrinkage on oats and corn when carried for several months or more? What rule is used in measuring up the grain in an elevator?—Henry Freyborg, Rock Rapids, Ia.

Ans.: No established rule has been made for figuring shrinkage. Too much depends on the dryness of the corn or oats when going into store, and the conditions under which it is stored.

Grain in terminal elevators at Chicago is estimated according to the following rule:

Multiply the number of cubic feet by the multiplier in second column corresponding to the test weight, in the table herewith. The result is pounds.

Wheat, corn, rye, kafir.		Oats.		Barley.	
Test	Multi- plier.	Test	Multi- plier.	Test	Multi- plier.
50	43	26	20	40	35
51	44	27	22	41	37
52	45	28	24	42	38
53	46	29	26	43	40
54	47	30	28	44	42
55	48	31	30	45	43
56	49	32	32	46	45
57	50	33	34	47	46
58	51	34	36	48	48
59	52	35	38	49	50
60	53	36	40	50	51
61	54	37	42	..	..
62	55	38	44	..	..
..	..	39	46	..	..
..	..	40	48	..	..

Collecting for Grain Doors?

Grain Dealers Journal: Where a railroad does not furnish car grain doors, and allows \$3.40 toward the expense of the doors, which would cover less than one-half of the cost of the lumber would such railroad be liable for the difference the amount allowed and a reasonable or customary allowance to cover such cost?

Most roads furnish these doors free but where a road does not furnish the doors, would they be liable for a reasonable cost for doors furnished by the elevator company furnishing the doors?—O. L. Miner, Mgr., Marine City Farmers Co-operative Elevator Co., Marine City, Mich.

Ans.: Shipper who furnishes doors without first giving the railroad company a demand and opportunity to furnish the lumber places himself in an unfavorable position to collect for the lumber.

It is the duty of the carrier to furnish the doors. After getting it on the record that the agent refused or neglected to furnish the lumber the shipper can go ahead and buy the lumber from the local lumber yard, and send the bill of expense or invoice of the lumber yard to the Division Superintendent of the railroad company, who should handle it as an operating expense the same as if the railroad company itself had bought the lumber from the lumber yard.

Do not send claim for doors to the freight claim department.

The railroad company is liable for the entire cost of the doors, and if \$3.40 is not sufficient

it is liable for the balance; but the shipper should not accept \$3.40 in lieu of the lumber the carrier is obligated by law to provide. The lumber provided becomes the property of the railroad company, and when the car is unloaded at the terminal the lumber is carefully saved by the grain door reclamation bureau of the railroad companies, to be used over again.

Carriers' legal liability is to furnish a complete car including doors; and the only thing a shipper can do is to wait for a car and doors to be supplied or get the authority as outlined above, to go ahead and buy the necessary lumber at the carrier's expense.

Stock Selling Campaign of Marketing Co.?

Grain Dealers Journal: In our locality the Grain Marketing Co. is selling stock to the independent elevator operators, who are made the agents of the Grain Marketing Co. to which the farmer members would deliver their grain. They promise to give the independent dealers who buy their class "A" stock $\frac{1}{2}$ cent per bushel on all grain consigned, the $\frac{1}{2}$ cent to be credited on the purchase price of the stock.

This on the face of it looks like a good proposition for the elevator man. Is this plan of selling stock general with the Grain Marketing Co.?—Kansas Dealer.

Ans.: This plan of selling stock has just been started by the Grain Marketing Co., and is not yet general.

The provisions of the contract with the individual independent elevator operator are as follows:

1. The said purchaser hereby purchases one (1) share of the nonassessable common stock of the company and makes payment therefor in cash, receipt of which is hereby acknowledged, and through such membership, shall be entitled to all of the marketing privileges and benefits accorded members of the said company, and said purchaser agrees to abide by and conform to the by-laws of said company.

2. The said purchaser hereby subscribes for 100 shares of the nonassessable Class A Preferred Stock of said company of the total par value of \$2,500.00, and agrees to pay for same under the following terms and conditions:

\$500.00, in cash, the receipt of which is hereby acknowledged; \$500.00, payable at one year from now; \$500.00, payable at two years from now; \$500.00, payable at three years from now; \$500.00, payable at four years from now, together with interest thereon at the rate of 6% per annum from the date hereof until paid. The said shares of stock shall be held by said company until the deferred payments are fully made.

3. Said purchaser further agrees that all dividends declared on the 100 shares of Class A Preferred Stock purchased as above described shall be credited on said deferred payments in the order of their maturity.

4. The said purchaser further agrees that there shall also be credited on said deferred payments in the order of their maturity, when earned and declared, a percentage dividend of one-half ($\frac{1}{2}$) cent per bushel on all grain sold and delivered by the said purchaser to said company.

5. It is further agreed that any other or further percentage dividends, when earned and declared and becoming payable to said purchaser, shall be credited on the above described deferred payments in the order of their maturity.

Inquiry at the headquarters of the Grain Marketing Co. elicited the following official statement:

"As the scope of the Grain Marketing Co.'s plans become better known, the demand for its membership or common stock and its 'A' preferred stock grows, and it is beginning to look as though a comparatively few states in the grain raising belt will absorb the entire issue.

"Country elevators and producers are beginning to realize that they now have an opportunity to become partners in the merchandising of their grain. They are beginning to realize that it is only by co-operation in a large way through an organization managed by experienced men possessing ample capital and credit, that a real stabilizing influence can be created.

"It is only through an organization of this kind that mechanical costs can be reduced to a minimum and superfluous charges eliminated. As a non-profit organization, all profits go back to the owners.

"At the present time the producer suffers from practically unlimited selling competition as opposed to limited buying competition, both in this country and in Europe.

"The common or membership stock sells at \$1.00 a share and the 'A' preferred stock sells at \$25.00 a share, and it is felt, at these low prices, that every person interested in the welfare of agriculture and qualified to buy stock, will do so to the fullest extent."

Cancellation of Tonnage.

The protection of transit on stocks of grain on hand over one year old was the subject of a meeting called by H. A. Feltus, of Minneapolis, Minn., and held in the directors' room of the Chicago Board of Trade Mar. 31.

Minneapolis interests were represented by C. T. Vandenoever, M. H. Strothman, W. H. Perry, E. J. Grimes, H. A. Feltus, and J. A. Mull. Chicago interests were represented by E. A. Doern, L. J. Ryan, and J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade. E. P. Peck and J. A. Kuhn represented Omaha; C. C. Blair, Duluth. Milwaukee was represented by J. L. Bowlus and Edward LaBudde. Kansas City interests were represented by W. B. Lathrop, C. M. Hardenbergh, C. J. Kucera, and W. R. Scott, while Peoria was represented by W. T. Cornelison.

Mr. Feltus acted as chairman and J. L. Bowlus as sec'y.

Mr. Feltus read a suggested rule as a basis for discussion providing that no freight bills or tonnage slips would be validated when older than one year from date of issue, but allowing the use of the newest expense bills over one year, under certain conditions.

Some changes were suggested and a com'te was named to work out a proper rule, and after further discussion a motion that, "We are opposed to cancellation of any freight bills and tonnage credit slips except at the time of the annual cut-off" was adopted unanimously.

To follow thru the agreed actions approved and to call upon Mr. Boyd, chairman of the Western Trunk Line Com'te and to present to him word of such actions a com'te was appointed composed of Mr. Blair, Mr. Bowlus, Mr. Brown, Mr. Cornelison, Mr. Feltus, Mr. Kucera, Mr. Kuhn, Mr. Scott and Mr. Vandenoever.

It was unanimously resolved that the markets give their support to the establishment of the rule proposed by Mr. Feltus and as amended by Mr. Hardenbergh.

AT THE AFTERNOON SESSION the com'te prepared an appropriate communication to Chairman Boyd of the Western Trunk Line Com'te.

Next morning the com'te met again to complete the work. The communication to Mr. Boyd was placed in writing and also addressed to E. Morris, chairman of the Central Freight Ass'n, as follows:

A conference of the principal grain markets and milling interests was held in Chicago today to further consider the application of proportional rates and policing rules in connection therewith, as well as rules governing general transit operations. At the said conference it was unanimously decided that the transit rules should embody the principles set forth in certain resolutions there adopted. A copy of said resolution is submitted herewith.

A special com'te, whose signatures below appear, was appointed with full power to act in these special matters as well as all other matters relating to the general subject of transit, and this special com'te was instructed to advise you that any rules which do not embody the principles set forth in the enclosed resolutions will not be satisfactory to these interests.

The resolutions enclosed herewith present matured views of these interests on the subjects involved, based upon a great many years' experience in handling grain and grain products under transit operations, and we believe that the carriers should give most careful consideration to the results of this experience. We are convinced that the carriers do not wish unnecessarily to hamper the free movement of these commodities, and our assurance that the traffic would be unduly burdened by rules substantially different from those outlined in the resolutions ought to have the greatest weight with the railroads.

You are doubtless familiar with the present congested condition of the terminal grain markets and with the adverse conditions which have prevailed during the past 4 or 5 years in the grain trade, and, in view of these extraordinary conditions, you are earnestly urged to expedite this matter, looking towards the early incorporation in the transit rules of the principles set forth in the enclosed resolutions.

RESOLUTIONS.

WHEREAS, in order to facilitate the movement of grain and its products from point of

production to point of consumption or port of export without loss to the producers, merchandisers, and millers, it is necessary that the transit rules of the carriers be such that grain stored at the primary and terminal markets awaiting a demand will be given the benefit of the rate from point of origin to final destination; therefore, be it

RESOLVED: that we are opposed to cancellation of any freight bills and tonnage credit slips except at the time of the annual cut-off; and be it further

RESOLVED: that we are opposed to any restrictions of the total period within which grain and its products may receive transit services between the time of the origin of the grain and the completion of the transportation of the grain or its products as is contemplated in Item No. 2 under caption, "Time Limit," of the carriers' proposed "Rules and Regulations, etc." (See E. B. Boyd's file 40-100.) And be it also

RESOLVED: that the carriers be requested to immediately publish a tariff rule substantially as follows, and that any existing tariff rule or rules inconsistent therewith be simultaneously canceled:

The transit operator must tender for validation freight bills or tonnage credit slips carrying a date of issue prior to the date of annual check and settlement, equivalent to the weight of the commodity on hand, and all excess tonnage reference will be void and non-applicable in connection with shipments forwarded, and such excess tonnage reference shall be surrendered to the carrier's Agent for cancellation. No freight bills or tonnage credit slips will be validated when older than one year from date of issue, except where the total weight of the commodity exceeds the total weight of the aggregate freight bills and tonnage credit slips dated within one year, in which case the newest freight bills or tonnage credit slips over one year old may be used to protect the total weight of the tonnage actually on hand. The transit operator will be required to make a sworn statement that the freight bills over one year old which are tendered for validation are freight bills of the most recent date.

Illinois Bill to Tax Futures.

Senator Harold Kessinger of Aurora, Ill., does not seem to be making any progress with his bill, introduced Jan. 28, providing for a tax of one-eighth of one cent per bushel on contracts for the sale of grain.

As drawn the bill would be invalid if enacted into law on account of discrimination.

It seems a characteristic of legislators who have so constructive ability, to introduce bills that strike at some organization conspicuous by reason of its success. This bill, in which its author laboriously attempts to exempt the farmer from the tax, would, if valid, cost the farmers more than the amount of taxes collected, since the brokers handling the grain would necessarily pass the tax to the producer and consumer. This is one of the reasons the Supreme Court of Canada declared the Winnipeg Grain Exchange tax to be unconstitutional.

Cheap tricks of this stripe may get the perpetrators some notoriety but nothing else.

The Colorado Grain Dealers Ass'n, of which G. W. Roller, Wray, is sec'y-treas., has become affiliated with the Grain Dealers National Ass'n.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 247346 passed thru Maroa, Ill., northbound on the Illinois Central Railroad Jan. 24. One car door was open and yellow corn was leaking out over the grain doors.—T. H. Wright, McGuire & Wright.

C. & N. W. 12870, loaded with corn, leaking very badly at the side wall, near to the door, while in the railroad yards at Fort Worth, Tex., on Nov. 15, 1924.—Mr. Simpson, Universal Mills.

Western Grain Dealers Will Meet in Des Moines.

The Western Grain Dealers Ass'n will celebrate its silver anniversary by meeting in the capital city where it was organized. Headquarters will be at the Fort Des Moines Hotel.

Tuesday—10:00 A. M.

Reception and community singing.
President's Address, J. R. Murrell, Jr., Cedar Rapids, Iowa.

Secretary-Treasurer's Report, Geo. A. Wells, Des Moines, Iowa.

Tuesday—1:30 P. M.

The Grain Dealers National Ass'n, F. G. Horner, President, Lawrenceville, Ill.
Railroads, Representation Western Railways Committee on Public Relations.

Railroad Elevator Site Leases, Honorable J. H. Henderson, Des Moines, Commerce Council, State of Iowa.

The Grain Futures Act (Hedging, storage and carrying charges), J. H. Mehl, Chicago, Grain Exchange Supervisor.

Tuesday—6:30 P. M.

Banquet—Hotel Fort Des Moines.
Business Ethics, Dr. C. F. Taurush, Iowa City, Ia., Department of Philosophy and Psychology, State University of Iowa.
Entertainment.

Wednesday—9:30 A. M.

General Discussion—
Cost of operating a country elevator.
What is a reasonable buying margin.
Feed grinding and side lines.
Use of radio by country grain dealers.
Improvement in fire hazards.
Reports of committees.
Election of officers.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Apr. 16-17. Millers National Federation at Chicago, Ill.

Apr. 18. Western Seedsmen's Ass'n at Omaha, Neb.

Apr. 21-22. Western Grain Dealers Ass'n, at Des Moines, Ia.

May 5-6. Illinois Grain Dealers Ass'n at Peoria. Headquarters, Hotel Jefferson.

May 7. Missouri Grain Dealers Ass'n at St. Louis, Mo.

May 7-9. American Feed Manufacturers Ass'n, at New Orleans, La.

May 18. Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 19-20. Oklahoma Grain Dealers Ass'n, at Oklahoma City, Okla.

May 21-22. Kansas Grain Dealers Ass'n at Wichita, Kan.

May 22-23. Texas Grain Dealers Ass'n at Fort Worth, Tex.

June 9-11. American Seed Trade Ass'n in Los Angeles, Cal.

June 22-23. Wholesale Grass Seed Dealers Ass'n, Chicago, Ill.

June 23-24. Ohio Grain Dealers Ass'n at Toledo, O.

June 25-26. Indiana Grain Dealers Ass'n Midsummer meeting at a point to be selected in northern Indiana.

July 20-22. Southern Seedsmen's Ass'n at Memphis, Tenn.

July 28-30. National Hay Ass'n at Cedar Point, O.

Aug. 20-21. New York State Hay & Grain Dealers Ass'n, at Syracuse, N. Y.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n, Kansas City, Mo.

Gilbert N. Haugen of Iowa, chairman of the House Agriculture Com'te, is going to Europe to study co-operative farm organizations. Why investigate abroad when the American Farm Bureau Federation already has made a sufficient and complete study of co-operation at home?

Albert Dickinson Dead.

Albert Dickinson, who built up the huge grass seed business of the Albert Dickinson Co., died Apr. 5 at his Orange City, Fla., estate, aged 84 years. His death followed a state of coma almost a week in duration.

Mr. Dickinson was born Oct. 28, 1841, at Stockbridge, Mass., of Quaker parentage. At the age of 14 he moved to Chicago with his parents. Four years later he graduated with the first graduating class of the first Chicago High School.

For 2 years he worked in his father's grain and produce business. Then came the Civil War and he joined the First Illinois Light Artillery, under the command of General Taylor, serving in that battery for 3 years and 3 months. He was a participant in the engagements at Fredericktown, Fort Donaldson, Shiloh, Siege of Corinth, Chickasaw Bayou, Arkansas Pass, and Vicksburg, in the capacity of gun captain.

Mr. Dickinson was honorably discharged in 1864 and took up grain buying in Iowa. In 1869 he returned to Chicago to enter business with his father, who died a few years later. The Albert Dickinson Co. was incorporated in 1887 and Mr. Dickinson served as its pres. and active head for 25 years, building up a large trade in grass and field seeds. In 1912 he retired from business.

Shortly before retirement, on April 22, 1911, he was married to Miss Emma L. Benham, of Chicago, this being the culmination of a romance of some years standing. From that time forward he made his home in Orange City, Fla., and devoted considerable time to travel.

In Chicago he was a member of the Union League and Chicago Athletic clubs, a director of the Academy of Sciences and widely known thru diversified interests.

Funeral services were conducted in Orange City on Apr. 7. Then the body was taken to Chicago for interment.

Mrs. Emma Benham Dickinson survives him. A myriad of friends sympathize with her in her loss.

L. Behrens & Sons, grain brokers of Hamburg, Germany, are said by J. H. Geron, their representative now visiting America, to have imported 15,000,000 bus. of grain from the United States last year.



Albert Dickinson, Chicago, Ill.
Deceased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Asphalt and Asbestos Roofing Are Standard.

Grain Dealers Journal: Practically every so-called asphalt or asbestos roofing will burn if the match is applied to the edge of the roofing. However, the actual conditions in practice are so entirely different that the roofing is very acceptable to all insurance companies. It is standard within fire limits of all cities that have rules on this subject.

As a matter of fact, we prefer metal roofing, but we prefer it more because of the opportunity for lightning protection in connection with metal roof with eaves properly covered with metal siding grounded than because of danger from locomotive sparks. You could almost put a shovel full of coals on the top of one of these fairly good grades of asphalt or asbestos roofing and they would not burn through. The roofing is proof against locomotive sparks or even against a large firebrand such as a burning shingle because of the fact that the heat is applied to the surface which is not combustible or rather a surface which in practice will not ignite under the circumstances. Of course, if the building is burning why the roof burns freely but metal roof would also go in a different way if the building burned.

In so far as our records go we have never lost a grain elevator by fire originating in a composition roof from any cause.—Mutual Fire Prevention Bureau, Eugene Arms, manager, Chicago.

Free Trucking Service Courts Ruin.

Grain Dealers Journal: In the Journal for March 10th, you commented editorially on "Trucking for Farmers." Why you should recommend such practice to the grain trade is more than I can understand. If you had had any real experience with this sort of competition you would do all you could to discourage it instead of encouraging it. There is one dealer within my competitive area that is trucking for farmers and he very often goes over into his competitor's territory, pays full price for the grain, and trucks it free of charge. This practice will compel the other dealers to maintain trucks to hold their business and in doing so they will also use them to retaliate, which no doubt will lead to all sorts of underhanded tricks.

The majority of country grain dealers are tremendously unbusinesslike, and it is a safe bet that they would operate this delivery and hauling business at their own expense, which would add greatly to their already heavy overhead.

If these dealers are as farsighted as you say they are, surely they can see far enough to determine what the outcome will be, when all dealers are compelled to maintain one or more trucks to hold their business. Surely this kind of competition would be "The life of trade," but no doubt it would be the death of some dealers and a very much reduced profit at the end of the year for all of them.

It is my observation that very few country grain dealers pay much attention to their expense account. If they are able to buy the truck and pay a man to operate it, they will be "bully" grain dealers, as far as the farmer is concerned, till they can't borrow any more money at the bank and are compelled to quit.

If this system is good why not go a little farther with it and furnish the farmer with

an up-to-date enclosed car and go out and do the milking for him while he takes a ride in the evening?

If you have further argument in favor of this system please let us have it as I am unable to see anything but ruin in it.—Respectfully, W. J. Lowe, Horton, Kans.

Special Days for Feed Grinding.

Grain Dealers Journal: Recently we made improvements in our feed grinding equipment at an expense of about \$3,500 for building and machinery. As soon as everything was adjusted, we advertised in all the local papers and with hand bills sent to farmers of our territory telling them of the "Special Days for Feed Grinding."

We told them of our fine new feed grinder and offered the following prizes for loads of loose grain brought to the mill for grinding on March 24th or 25th. First prize, 100 lbs. of "Eaco" flour; second prize, 100 lbs. oil meal; third prize, 100 lbs. salt. For the heaviest load of grain brought the longest distance, we offered a prize of 100 lbs. of "Town Crier" flour. For the farmer who came the longest distance to see our fine new mill operate and to inspect the work it does, we offered a special prize of \$2.00 in cash.

We told them our new equipment would grind anything loose, separate or mixed, and do it in a hurry, and it surely does the work as farmers seldom have to wait long to get the ground product from the grain they deliver. Crowd?—of course we had a crowd. A big crowd and a big business on the special days. We are trying to make special days of feed grinding on Tuesdays and Wednesdays, but of course if we get enough grinding to run all the time will be glad to keep the mill humming. Farmers seem to appreciate the service we are rendering and the product is so satisfactory we have not had one kick on the work done.—Farmers Co-op. Ass'n, C. A. Jenks, Mgr., Humboldt, Ia.

Safeguarding Wood Elevators Against Damage by Wind.

Grain Dealers Journal: It would always seem necessary to exercise care in bracing and tying frame elevators against possible damage by wind storm. In the Southwest the cribbed type of elevator is almost unknown, at least there has been practically no elevators of this type built for the past several years. Nearly all of the frame elevators are of the studded type.

For our part we make it a practice to build a good reinforced concrete foundation to start with, and in the top of these foundation walls we set a number of long bolts to which the base of the framework is firmly attached before we start up with the superstructure. This method gives very good insurance against the elevator being blown bodily from its foundation although it will not entirely prevent the building being demolished in a tornado. It is our opinion that no frame elevator can be built to withstand a tornado such as was recently experienced in eastern Missouri and southern Illinois.

We think it a good idea in building a frame elevator of either type not only to use brace rods at right angles to the pin walls but also to use diagonal brace rods at the corners. These diagonal rods will assist in a measure to prevent twisting and racking of the structure in addition to acting against the pressure of the grain.

The writer has not had any experience with cribbed elevators since he came to this territory but while in the Northern states he built a number of cribbed jobs and it was our practice to use 20 d spikes for all of our cribbing. These spikes placed not to exceed 14 inches apart and staggered in the timbers. The cribbed buildings should also be bolted to the foundations as above mentioned for the studded type.—Very truly, Jones-Hettelsater Construction Co., by E. N. Jones, Kansas City, Mo.

Fewer Cars Leaking Grain.

The 1920 year was the one in which the railroads reaped the full harvest of the incompetence, inefficiency and waste introduced into operation by the government administration of the transportation systems.

In that year the percentage of cars leaking on arrival at New York City are reported by Laurel Duval, chief inspector, to have been 30 per cent, the highest percentage reached in recent years.

This bad record is borne out by the experience of other markets in 1920. At Chicago 16.97% of the cars arriving were leaking or showed evidence of bad order. The percentage at Superior, Wis., for that year at 30.45 is remarkably close to the New York figures.

Since 1920 the improvement in the condition of cars loaded with grain has been continuous right up to date.

The figures for Superior, Wis., fairly represent the conditions over a period of nine years, and are given in the table following, as reported by H. A. Juneau, state weighmaster:

PERCENTAGE OF LEAKING CARS AT SUPERIOR.

Year.	Leaking.	Patched.	Stuffed.	Total.
1916	.0586	.0609	.0026	.1223
1917	.0427	.062	.001	.1058
1918	.0296	.1019	.0049	.1364
1919	.045	.0928	.0076	.1455
1920	.1428	.1425	.0192	.3045
1921	.088	.0726	.012	.1727
1922	.0868	.0811	.0072	.1751
1923	.1063	.0568	.0058	.169
1924	.0769	.0449	.004	.1258

The year 1920, when leaks were so excessive at Superior, was not one in which the railroads were overwhelmed with so much business they could not handle it properly. The receipts were only 30,105 cars, whereas in 1924 altho the number of cars received was more than double, 67,482, the leaks were only 3,035, against 4,291 in 1920.

At Duluth, Minn., across the bay from Superior the record for 1922 was practically the same, at 17%, but for 1923 and 1924 the percentages were 13 and 10 respectively. The better showing at Duluth may be due to the Superior department including cars patched and stuffed among those in leaking condition. F. M. Schutte, state weighmaster at Duluth includes grain door leaks, side leaks, and leaks and bottom leaks, and reports "a continued improvement in the cooping of cars."

At New York in 1922 14.7% of the cars arriving were leaking, in 1923 9.8% and in 1924, 10%.

At Chicago during January, February and March, 1925, 1,441 cars were leaking out of a total of 35,105 received; but it is thought that this low percentage of 4.1 is due to the large proportion of corn in the receipts, and corn does not leak out thru cracks as readily as small grain. The record for 1924 was good, 6.64% out of 165,054 cars. For 1923 the leaking cars were 9.29%; 1922, 10.59%; 1921, 9.48% and 1920, 16.97%.

At St. Louis during the period from Dec. 1, 1921, to Dec. 1, 1922, out of 50,880 cars examined 3,823 had leaking boxes, 120 were leaking at end window, 162 over grain door, 326 over grain door on account of top board knocked down, and 102 leaking thru grain door. During the following year the record was better, as out of a large number of cars examined fewer were leaking, the total of all classes of leaks being 4,228, against only 2,519 leaks out of 53,269 examined during the period from Dec. 1, 1923, to Dec. 1, 1924.

At Minneapolis, Minn., for the crop year ending Aug. 31, 1924, 8.99 per cent of the 105,329 cars received were leaking; in the crop year ending Aug. 31, 1923, 12.21 per cent of 119,806; and in the crop year ending Aug. 31, 1922, 13.85 per cent of the 109,553 cars received were leaking.

P. P. Quist, state weighmaster at Minneapolis, writes that "There has been a decided improvement in grain cars for the last crop year, and I am convinced that our present crop year, which ends August 31, will show

still better results, as the northwestern railroads added a great number of new cars and also rebuilt and repaired many of the old ones a year ago."

Open Contracts on Chicago Board.

The volume of trading on the Chicago Board of Trade for the month of March was larger than for any single month for which records are available. The total for wheat was 2,051,895,000 bus., and for all grain futures 3,219,506,000 bus. Likewise March holds the record for the largest known single day's trading, with 149,581,000 wheat and 256,529,000 in all grain futures on March 13. This date can well be designated as Black Friday, as the price for May wheat fluctuated through a range of 13 1/4 cents and closed 15 cents below the closing of the previous day.

On the same date the aggregate of the contracts open for customers was reduced from 124,439,000 to 112,941,000 bus., or a net decrease of 11,498,000 bus. At the close on March 30 the open contracts aggregated 96,660,000 bus., the lowest figure since July 30, 1924, and 32,096,000 bus. below the high for the month on March 5—a decrease of nearly 25 per cent.

Open contracts in futures on the Chicago Board of Trade are given in the following table, in bushels, "000" omitted, there being an equal volume of trades open on the long side:

Date.	Wheat.	Corn.	Oats.	Rye.	Total.
March 2.....	119,913	87,557	109,698	22,877	340,045
3.....	122,750	87,866	109,195	23,008	342,819
4.....	126,958	87,900	109,355	22,731	346,944
5.....	128,756	88,833	109,045	22,643	349,277
6.....	121,220	90,747	107,292	21,937	341,196
7.....	120,934	91,948	107,815	21,544	342,241
8.....	121,288	92,017	105,953	21,170	340,428
9.....	121,520	90,789	105,948	21,066	339,323
10.....	123,166	90,709	105,470	20,843	340,188
11.....	124,439	92,924	104,987	21,243	343,593
12.....	112,941	88,609	100,079	20,295	321,924
13.....	107,415	84,407	97,565	19,298	308,685
14.....	108,061	84,031	95,245	19,513	306,850
15.....	105,937	78,972	91,634	18,719	295,262
16.....	102,684	78,495	90,929	18,311	290,419
17.....	106,083	78,485	90,224	18,686	293,478
18.....	107,332	78,649	90,479	18,708	295,168
19.....	107,973	79,033	89,721	18,642	295,369
20.....	106,766	77,785	88,287	18,015	290,853
21.....	106,286	76,877	87,270	18,160	288,593
22.....	106,903	77,895	86,551	18,098	289,447
23.....	106,304	77,734	86,290	18,116	288,444
24.....	102,252	77,782	84,937	18,023	282,994
25.....	99,652	78,105	84,474	17,778	280,009
26.....	96,660	77,732	80,873	17,768	273,033
27.....	97,591	76,323	78,415	17,739	270,068

VOLUME OF TRADING.

The grain futures administration of the U. S. Dept. of Agriculture reports the volume of future trading sales on the Chicago Board of Trade during the month of March to have been as follows, in bushels, "000" omitted, there being an equal volume of purchases:

March	Wheat.	Corn.	Oats.	Rye.	Total.
2....	93,601	34,694	10,960	6,343	145,598
3....	65,015	19,545	4,660	2,188	91,408
4....	100,206	32,970	7,630	3,362	144,168
5....	87,014	37,333	6,849	3,266	134,462
6....	127,093	39,559	9,669	6,068	182,389
7....	85,409	24,884	18,867	3,932	133,092
8....	55,740	23,490	19,290	3,303	101,823
9....	80,905	21,062	11,385	2,080	115,432
10....	87,329	26,404	8,741	4,306	126,780
11....	69,181	24,978	6,296	4,707	105,162
12....	149,581	63,330	33,992	9,626	256,529
13....	72,495	28,285	15,643	6,600	123,023
14....	77,291	29,867	14,704	3,677	125,539
15....	126,345	52,380	31,323	5,749	215,797
16....	72,858	21,838	15,197	4,052	113,945
17....	53,535	16,671	6,630	1,954	78,790
18....	68,016	21,345	7,061	2,164	98,586
19....	52,466	13,564	3,810	3,855	73,695
20....	66,701	43,382	9,320	5,360	124,763
21....	53,097	23,751	4,958	3,517	85,723
22....	45,169	31,024	4,749	2,762	83,704
23....	56,694	22,928	4,695	2,787	87,104
24....	81,996	24,523	9,014	2,334	118,467
25....	50,603	13,053	5,033	2,333	71,022
26....	93,430	30,810	14,787	5,873	144,900
27....	80,125	33,527	19,830	4,123	137,605

Tot'l	2,051,895	755,197	305,093	107,321	3,219,506
Year Ago.	505,598	406,849	66,631	17,167	996,245

Ten coal dock operators forming the Northern Coal Dock Operators Ass'n have been found guilty of conspiring to eliminate competition in coal sales, by the Federal Trade Commission, which ordered them to cease and desist from any attempts to restrain competition.

O. M. Kellogg President of the Denver Grain Exchange.

At the annual stockholders' meeting of the Denver Grain Exchange Ass'n, held last month, Mr. O. M. Kellogg, of the O. M. Kellogg Grain Co., was elected president for the ensuing year.

Mr. Kellogg is a familiar figure in the grain trade and is widely known among the producers, elevator operators and mills of Nebraska and Colorado. Born in Iowa in 1877, Mr. Kellogg settled in western Nebraska at Stratton in the year 1890. He has seen that section of the country develop from a wild prairie to one of the best grain producing areas and he has had the privilege to take part in its phenomenal growth.

Mr. Kellogg entered the grain business at the age of twenty-one with his uncle and formed what was then known as The Kellogg Grain Co. For seven years this firm prospered, at the end of which time Mr. Kellogg purchased his uncle's interest and founded the O. M. Kellogg Grain Co., with headquarters at Stratton, Nebr. Mr. Kellogg comes by his grain activities and keenness naturally, as his ancestors were engaged in the buying and selling of grain, and it was the success of his forefathers that directed his efforts along the same line.

In the year 1917 Mr. Kellogg decided to move his headquarters to Denver from which point he has been directing the operations of his eleven elevators located on the main line and high line of the C. B. & Q. R. R. in Nebraska and Colorado. His firm has established a reputation for square dealing among the producers and the buyers, and he is one of the best known men in western Nebraska and eastern Colorado.

Mr. Robert Quest of the F. C. Ayres Mercantile Co. was elected First Vice Pres., Mr. H. D. Williams of the Farmers' Flour Mills at Berthoud was elected Second Vice Pres., Mr. F. R. Houlton of the Houlton Grain Co. was

elected Treasurer, and C. B. Rader, Secretary and Traffic Commissioner.

The year just closing has been the most successful in the history of the Denver Grain Exchange, due to the fact that Denver is becoming more and more recognized as a natural western market for grain produced in western Nebraska and eastern Colorado, also the freight rate structures have been rearranged favorably which permits a free movement of grain west-bound on a competitive basis. A fourteen per cent increase in the receipts of grain has been noted in the past year over the previous year with a four per cent increase in outbound movement, which indicates a healthy growth of the Denver market.

Millers Cautioned Against Wheat with Sick Germ.

A. P. Husband, sec'y of the Millers' National Federation, under date of Apr. 4, addressed the following bulletin to millers of soft winter wheat:

It has come to our attention that some millers have had trouble with flour made from soft winter wheat which had been purchased from some terminal markets. Our information is that there are being carried in some of the terminal markets considerable quantities of soft winter wheat which when taken in contained a high percentage of moisture. While in storage some of this wheat has become "sick," a condition which interferes seriously with its milling qualities. It is probable that efforts will be made to move this wheat, and millers should be extremely careful in making purchases.

As a protection against trouble and possible serious loss from this source, we urge that millers in purchasing soft winter wheat from terminal markets should specify that the wheat is purchased on the basis of "Federal appeal grade certificate." It is likely that a charge of \$1.50 per car may be assessed on this basis, but we believe it would afford great protection to the miller making the purchase, as he would be assured of getting what he purchased. Your nearest federal grain supervisor can inform you fully how this method of purchase will protect you.

Facts regarding shipments of this damaged wheat to millers were published in the Grain Dealers Journal Mar. 10, pages 310, 311 and 312. The damage due to sick germs is concealed within the kernel; but the wheat is absolutely worthless for milling, and must go as feed.

Dickinson Revamps Marketing Bill.

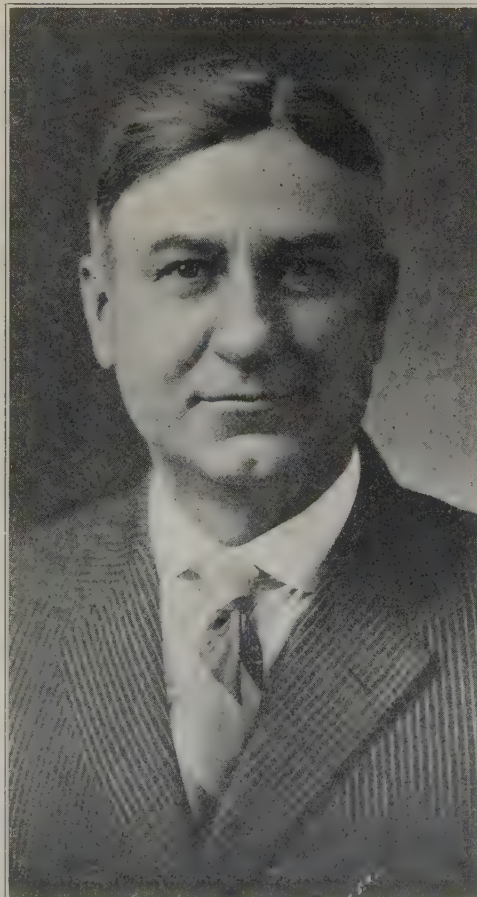
A new agricultural measure, to be pressed at the next session of Congress has been prepared by Representative Dickinson of Iowa, author of the Dickinson bill for co-operative marketing that the House passed at its last session. Its purpose is to create a federal farm advisory council and a federal farm commission in an effort to encourage co-operative marketing and the exportation of surplus farm products.

Such an advisory council would consist of 36 members selected by the co-operative ass'ns and other farm organizations, 3 to be chosen from each land bank district. This body would nominate 18 persons for service on the farm commission, from which the United States President would select 6 for co-operative promotion work.

Power to stimulate exportation of agricultural commodities thru contracts with existing agencies that would protect them from loss likely to occur from buying at a high domestic price and selling at a lower world price, would be vested in the commission. In this respect it is a direct attempt to be a second McNary-Haugen bill, with the single exception that it would not put government directly into business.

In spite of the frigid reception given the McNary-Haugen bill and various other harebrained proposals, radical congressional representatives have not yet learned that this is a period of conservatism. Why should Congress waste time with such nonsensical proposals.

The 12th National foreign trade convention will be held at Seattle, Wash., under the auspices of the National Foreign Trade Council.



O. M. Kellogg, Denver, Colo.
Pres. Grain Exchange.

The Bull Market Legitimate.

In the early summer of 1924 it became a matter of common knowledge that the wheat crop of Canada would fall far short of expectations, and as harvest drew near the crop shortage became an actual fact. This condition soon was reflected in the movement of the price at Winnipeg from a low on May delivery of 97 cents on Mar. 28 to a high of \$1.08½ for July wheat on May 26. Winnipeg, which had been at a discount of 3 to 4 cents under Chicago, went to a premium over Chicago on June 2. This premium constantly increased, so that in January, 1925, when Chicago May wheat sold at the top price of \$2.05½ Winnipeg May sold at a top of \$2.20.

Such an advance was unprecedented in time of peace, and never approached in corners such as the Leiter deal. The question arises as to whether it was warranted. It was, under the conditions, which were also unprecedented.

The bullish factors included the cheapest rate for money in the United States, with which to carry the crops. The New York federal reserve bank had a lower rate than any bank in any foreign country.

Pools in Canada and in the West who followed the Sapiro plan were committed to withholding from the market part of their stocks. No matter how high or attractive the price, the scheme of marketing only a certain per-

centage of their holdings each week prevented sales that might have allayed the speculative fever.

The world was short of wheat. Importers in Europe who keep in closest touch with this international situation were the earliest and heaviest buyers of futures in Winnipeg and Chicago. Their heavy purchases moved out later. Weekly shipments to Europe from all countries, which for the three crop years preceding had averaged 10,000,000 to 11,000,000 bus., jumped to over 19,000,000 bus. in the weeks ending Oct. 9, Nov. 6 and Nov. 13. This movement gave a substantial basis for the bullish enthusiasm, particularly as the United States was favored by the foreign buyers. Exports of wheat and flour from the United States and Canada for the week ending Nov. 10, as reported by Bradstreet were the equivalent of 17,571,000 bus., against 8,939,000 bus. for the corresponding week of 1923. This gave buyers of Chicago May delivery reason to believe a domestic scarcity would develop.

The visible supply which on Nov. 24 stood at the highest point in recent years, 100,326,000 bus., began to shrink in December, and by Jan. 24 had decreased to 80,572,000 bus.

Senator Shipstead of Minnesota asserts that the U. S. Dept. of Agriculture "whether by good intention or otherwise assisted in the bull movement by co-operating in the issue of false propaganda regarding a threatened shortage of world wheat supplies."

Julius H. Barnes, former head of the U. S. Food Administration Grain Corporation, gave out bullish statements.

Under the unprecedented conditions it is not surprising that May wheat at Chicago should advance to a high price.

What caused the decline in February and March was the retirement of the foreigners from the market, a visible supply persistently remaining far above that of corresponding weeks one year, two years and three years ago, and a general selling movement by small speculators who saw their profits vanishing. It was feared the Canadian pools reported at one time to be holding 50,000,000 bus. would be forced to liquidate. There was short selling by professional speculators.

The extent to which the small fry speculators had retired from the market is shown by the statement of the grain futures administration published in another column. At the close on Mar. 30 the open contracts aggregated 96,000,000 bus. on the Chicago Board of Trade, which is 32,096,000 bus. below the high of Mar. 5. On one day alone, Mar. 13, customers' contracts amounting to 11,498,000 bus. net were closed out on the Chicago Board of Trade. The leading bull, Arthur Cutten, admitted having sold out, and that he had no interest in May wheat.

Liquidation having run its course the market is now in position to respond to new conditions that may develop.

During the winter the statistics of stocks on hand control the price. In the spring and summer reports on the seeding and early growth of the coming crop control the price.

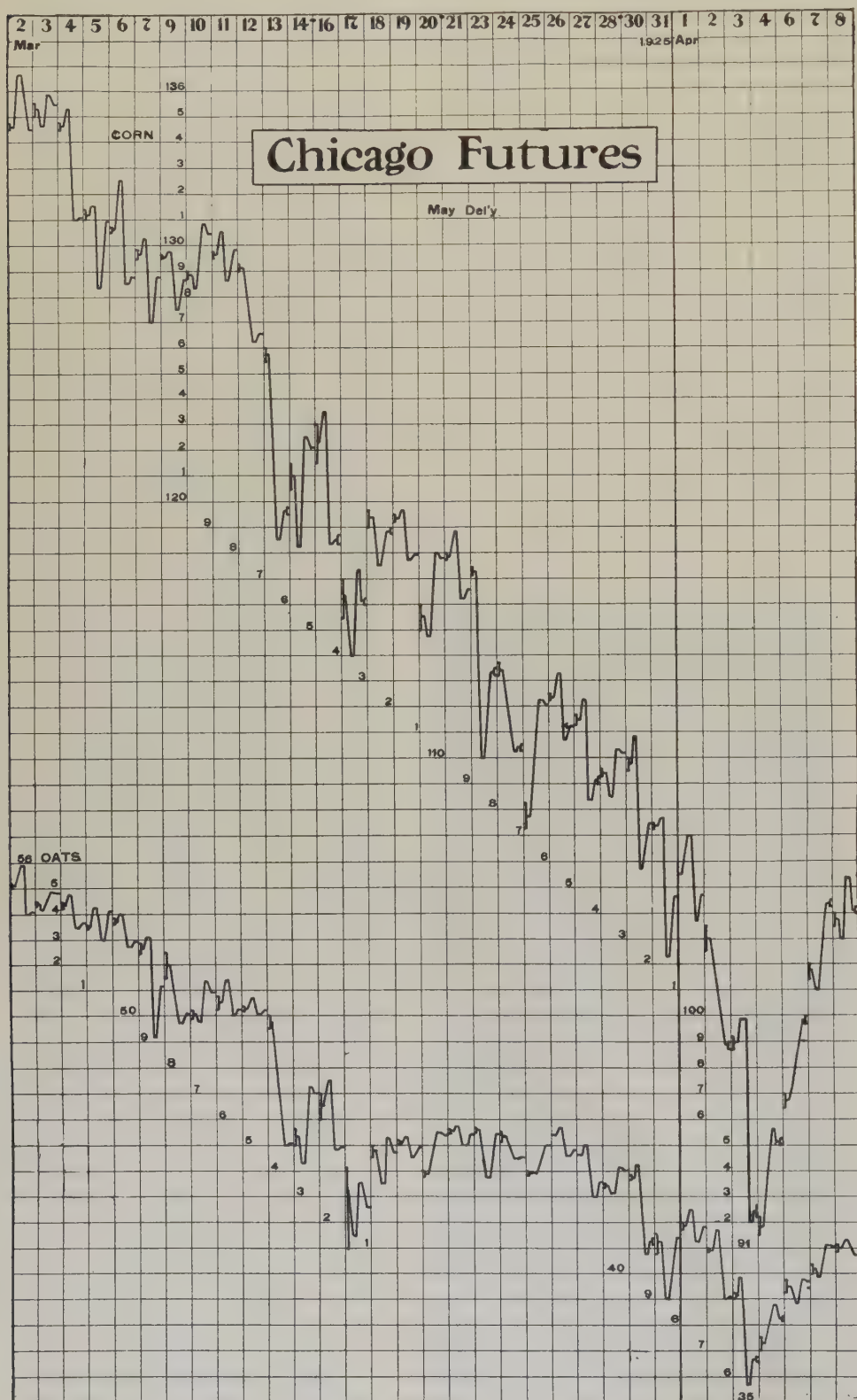
Influential men in the trade who look forward to a resumption of the bull market at an early date are the following:

W. E. White: Just as wheat prices were overinflated at the top they are now overdeflated. I believe in higher prices for September wheat.

J. E. Cairns: The world is short of bread grains and if anything happens to this new crop \$2 wheat will look cheap.

F. H. Babcock: Chicago has only 600,000 bu. of contract wheat, as against 4,400,000 last year, and there is small prospect of any free movement to market before the new crop. World's supplies are no larger than when prices were 70c higher, and the outlook for the new crop is not flattering. There is no burdensome supply in sight or in reserve.

Geo. E. Marcy: There is no famine of grain, but the world's surplus is very low, while new



crop prospects are only moderately good. Therefore, I believe farmers are justified in demanding and that they will get better prices than those now obtaining for September grain. I believe all September grains will sell higher.

A. T. Martin: I believe that the selling of wheat is being very much overdone. So far as any reason appears it looks as if sellers are mainly influenced by an apparent lack of export demand at the moment. As a matter of fact all of the information which I feel can be relied upon points to a growing acute domestic milling situation. Advices from many directions indicate that mills will be compelled to make liberal purchases and that they are already finding it difficult to obtain wheat in their usual channels. It looks as if the domestic situation could easily become the strong governing factor in this wheat market.

James A. Patten: I am still of the opinion that when supplies are so closely balanced as to require close figuring to carry both this country and the world through until the next crop is ready to move. While the prospect for the new crop at this time is fairly good it is not yet made and the trade should not lose sight of the fact that there are possibilities of accidents yet ahead of the crop which might entirely change the situation. Taking the markets as a whole I am strongly impressed with the fact that the declines have been carried beyond anything warranted by the facts and that the situation suggests higher prices all around.

Corn Discounts Vanishing.

The narrowing of corn discounts reported in the Journal Mar. 25, on page 381, has continued in a decisive way during the past two weeks. The lower grades are now selling closer to No. 3 than at any time since last fall.

During the first week in April the extreme weakness in the future price was not reflected in the market for cash grain. A month ago the futures were 7 cents over the price of cash No. 3 yellow corn. Now No. 3 yellow is 5 cents over the May future.

Back of the more normal relationship between the lower grades and No. 3 is the falling off in receipts of the low grades at terminal markets. At Peoria, Ill., Apr. 1 out of 59 cars received 24 cars grades No. 2 mixed. On Apr. 4 out of 46 cars of corn inspected in, 26 graded No. 2 mixed.

At Chicago the heaviest receipts of corn during the month of March occurred Mar. 10. Out of a total of 635 cars of corn received that day 383 were graded No. 5 or lower. Three days later the run of low grade corn fell off sharply and has not since resumed its former proportions; and by the last day of the month out of 283 cars inspected Mar. 31 only 100 were graded No. 5 or lower.

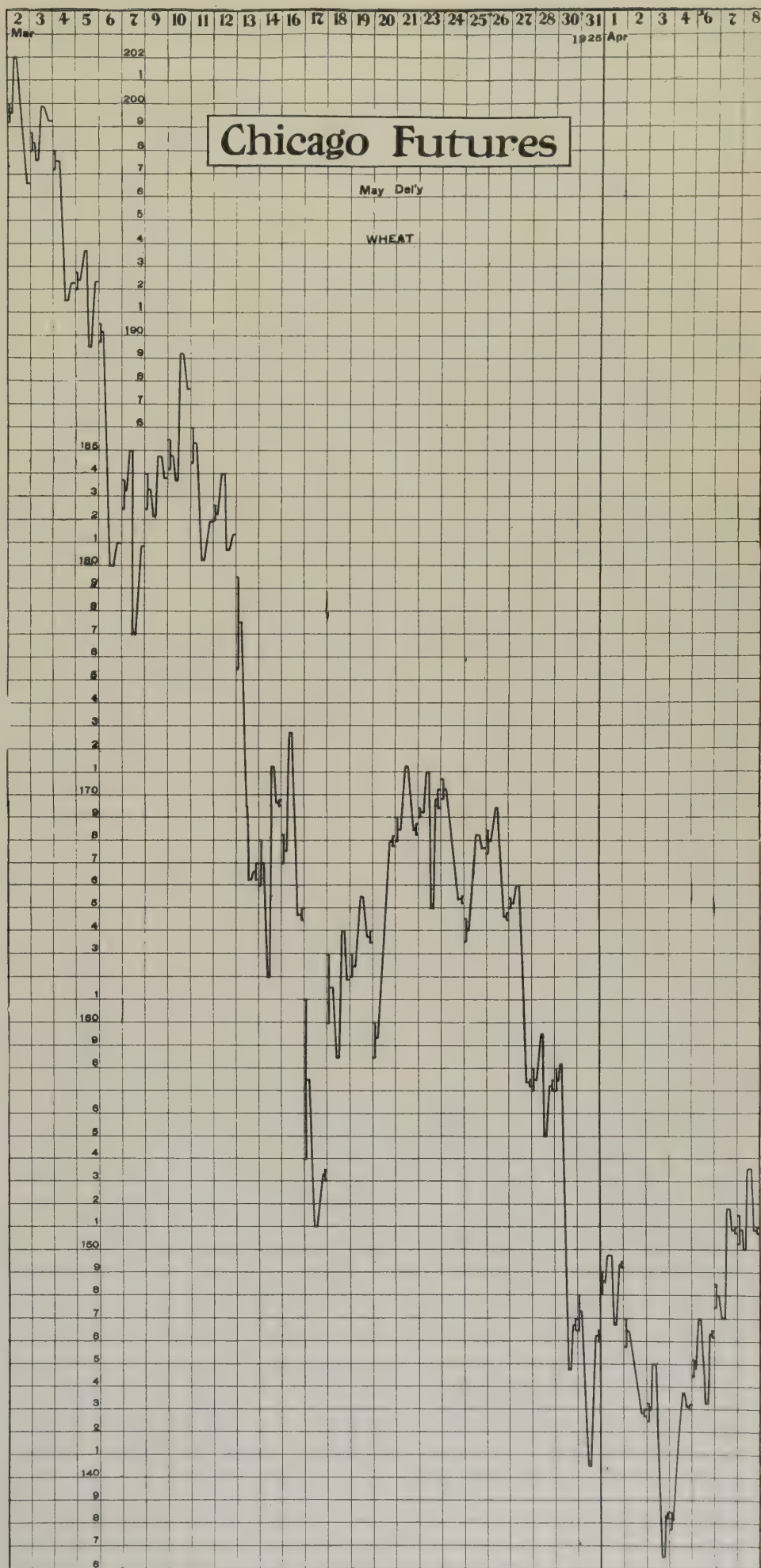
The change in conditions is clearer when it is considered that on not one day since Mar. 10 have the total receipts of all grades of corn at Chicago equalled in number the 383 cars of No. 5 or lower received Mar. 10.

Prices at Chicago Apr. 6 averaged around 95c for No. 3 mixed, and No. 5 around 86c. Even sample grade hot sold that day at 75c; other sample grade at 80 and 81c.

Prices at Kansas City Apr. 6 were 89c for No. 3 mixed, but receipts of low grades were too small to be quoted, No. 5 mixed being nominally 84c. No. 3 white sold at 90c and No. 5 white nominally at 84.

It is with relief the grain shipper can dismiss the question of big discounts on this crop.

The first general stimulus of the farming industry in 5 years is reported by the Bureau of Agricultural Economics which states that no large surpluses of any commodity exist with the exception of cattle. An increasing number of farmers feel financially safe on the land. Returning strength is evident in livestock prices.



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Flat, Ill., Mar. 26.—Wheat looks fine here. Oat seeding is well along, and grass seeding is nearly completed.—S. A. Mosher.

Springfield, Ill., Apr. 8.—Rainfall occurred in parts of the south third of the state only, and the showers were very light. Sunshine was excessive. Conditions ideal for farm work and plowing for corn made good progress. Oats seeding is largely completed and the crop is coming up in central and southern counties. Wheat, oats and meadows need rain and warmer weather would be helpful. Wheat is growing slowly. At Davenport the season is said to be 9 days ahead of the 5-year average.—C. J. Root, meteorologist.

IOWA.

Burnside, Ia., Apr. 4.—Present outlook for crops is not very good.—F. E. Norstrum.

KANSAS.

Oswego, Kan., Mar. 31.—Weather here is hot and dry. Wheat is badly infested with fly.—Oswego Mills.

Partridge, Kan., Mar. 27.—The crop outlook is not very good. We need rain.—Partridge Mill & Elevator Co.

Hazleton, Kan., Mar. 25.—Wheat's condition is about 90% of normal. None of it has been plowed up so far. The crop is not suffering as yet.—W. S. Ballard, agt. Bowersock Mill & Elevator Co.

Hazleton, Kan., Mar. 24.—We need rain. Otherwise wheat is O. K. About the same acreage is devoted to the crop as in other years, but an early rain is needed to put it in good shape.—Star Elevator & Supply Co.

Cullison, Kan., Mar. 26.—Winter wheat looks bad. All fields are heavily infested with cut worms. Some fields have already been killed by the pest. Farmers are not contracting July wheat.—Farmers' Grain & Mercantile Co.

Mullinville, Kan., Mar. 25.—About 60% of the wheat has been abandoned. The remainder will produce about 65% of a crop. The corn crop will be small. Oats and barley are making slow progress. All crops are badly in need of moisture.—Chas. Tanner, agt. Kansas Flour Mills Co.

Englewood, Kan., Mar. 25.—Wheat is badly suffering from dry weather. Approximately 15% is no good and 25% to 30% is spotted from being winter killed. Cut worms are doing a lot of damage. Oats and barley are sown on about 80% of a normal acreage and all crops are in very poor condition. High winds prevail.—Lewelling Grain Co.

Medicine Lodge, Kan., Mar. 26.—Acreage of wheat in this territory is normal and the new crop looks promising, but is in need of moisture. So far, however, it has not been injured by the dry weather, and not any of the acreage has been abandoned. Only a small area is being devoted to oats and corn here.—Dan Snyder, agt. Hunter Mill Co.

Ashland, Kan., Mar. 25.—The wheat acreage is practically the same as last year, but is about 5% winter killed. Sorghums will take the place of the killed portion. Only 50% of the usual acreage is sown to oats and the corn acreage is cut 25%. Dry weather is injuring the wheat and rain is badly needed if any crop is to be raised.—Wallingford Bros.

Hutchinson, Kan., Mar. 6.—Growing wheat in southwestern Kansas is spotted, but on the whole it promises a fair crop if conditions are favorable from now until harvest. There was some winter killing, also blowing of fields, but generally the plant seems to be making fair progress. Good rains fell over much of the territory last week and warm weather will do much to improve the appearance of fields. Good farming never proved its worth more than it has this year. Fields that were prepared and planted with thought, and not alone with seed and tools, show plainly. Where there was a surface covering of trash, as corn stalks or old wheat stubble, the snow was held and subsequent low temperatures did not result in

winter killing. Clean fields suffered most; and fields that were listed and not afterward worked down properly show partly dead drill rows wherever there were former ridge tops.—Cal.

KENTUCKY.

Springfield, Ky., Mar. 24.—The acreage of new wheat is light and the crop pretty badly winter killed, particularly the late sown wheat. Conditions on the whole are not very favorable.—Haydon Mill & Grain Co.

MINNESOTA.

Elmore, Minn., Apr. 6.—Seeding is well started and the fields are in good condition.—N. H. Mongeau, mgr. Farmers Elevator Co.

MONTANA.

Fairfield, Mont., Mar. 30.—The crop outlook is very favorable as we have plenty of moisture. Seeding will soon start.—F. J. Williams.

NEBRASKA.

Nora, Neb., Apr. 4.—Late rains have improved the wheat condition some but we estimate the abandonment at 75%. The greater part of the wheat is too thin to leave.—Farmers Union Ass'n.

NEVADA.

Fallon, Nev., Mar. 26.—Winter wheat is looking fine. More spring wheat is being seeded than for 2 or 3 years past.—L. T. Kendrick.

OHIO.

Brookville, O., Apr. 6.—Wheat not very good; same acreage. It was frozen out last March.—A. Schlientz, one of Chicago's successful speculators.

Sandusky, O., Apr. 7.—Hard freezes of the late winter, and cold, dry winds have about ruined the wheat crop in Wyandot county and many farmers have suffered heavy losses. Abandoned acreage is being drilled with oats.—Charles Wolfe.

Middle Point, O., Mar. 30.—If this weather continues, oats will all be sown this week in this territory. About an average acreage is being put in. The slump in prices has caused the farmers to refuse to sell what oats they have left.—Chas. T. Pierce, Pierce & Stevens.

OKLAHOMA.

Cherokee, Okla., Mar. 24.—A normal acreage is being devoted to wheat this year. None of the crop has been plowed up as yet, but the early wheat is badly in need of moisture.—Cherokee Mills.

Alva, Okla., Mar. 26.—The acreage devoted to wheat is about the same as last year, but 5% or more is damaged by drought. Rain is needed badly. If moisture comes within 3 days it will produce 70% of a crop.—Crowell Bros.

Ponca City, Okla., Mar. 24.—Wheat is suffering from dry weather. The acreage is about the same as last year, but 15% is being plowed up and will be devoted to other crops.—Ponca City Wheat Growers Co-operative Ass'n.

Calumet, Okla., Mar. 28.—About 20% of the wheat acreage is being abandoned and no grain of any kind is making progress. A year ago wheat was 6 inches high; now it has all it can do to live, due to a lack of moisture.—M. C. McCafferty.

Selman, Okla., Mar. 24.—About 5% more wheat is sown than last year and the crop looks good, tho in need of rain. Oats and barley are needing rain badly, but very little wheat will be plowed up.—J. T. Judd, Alva Roller Mills.

Homestead, Okla., Mar. 23.—Acreage of wheat last fall was normal, but about 25% was killed by dry weather and hard freezes. Wheat is suffering badly at this time for lack of moisture and oats are making no progress.—Farmers Union Co-operative Exchange.

Kingfisher, Okla., Mar. 25.—This territory is badly in need of moisture. We cannot expect more than 60% of a normal crop of wheat, even if we get immediate rain. About 20% of the wheat acreage has been replanted to oats and relisted for corn.—O. Zalabak, Zalabak Grain Co.

Fairview, Okla., Mar. 25.—The wheat acreage is about normal, but about 20% will be plowed up, due to drought and worms, and put in corn, sorghum, kafir and sudan. The acreage of corn and oats is about normal. Winter bar-

ley is almost all gone from freezing.—Fairview Feed & Grain Co.

Hitchcock, Okla., Mar. 30.—Wheat in this vicinity is severely suffering from drought and will not produce half a crop. About one-fourth of the acreage has been abandoned and resown to oats and barley. Considerable cotton and feed crops will be planted if it rains soon.—Farmers Grain Co.

Enid (Imo), Okla., Mar. 24.—We have an 80% normal wheat acreage here. The condition of the crop is about 70%. Rain is needed badly. Considerable damage will be suffered. Approximately 10% has been plowed up so far. The oats acreage is 90% of normal.—C. E. Ramsey, mgr. Imo Grain Co.

Ingersoll (Ashley p. o.), Okla., Mar. 31.—Wheat needs rain badly. If it comes immediately it will not be necessary to abandon any of the acreage. Winter barley is 90% dead; oats are 75% dead. It is too early at present to estimate the corn and kafir situation.—Lester McKee, mgr. Farmers Grain, Lumber & Coal Co.

Hennessey, Okla., Mar. 24.—Wheat acreage is the same as last year. About 10% has been abandoned. The condition of the rest is 70%, with the plants yellow and drying up. The soil is dry and infested with some worms. Corn and oats are sown very light because of the lack of moisture.—E. A. Kee, Farmers Elevator & Co-operative Ass'n.

Hitchcock, Okla., Mar. 24.—About 5% more wheat is sown in this territory this year than last but its condition is very poor. About 25% has been reseeded to oats and fully 50% more will be plowed up and put in corn, kafir and cotton. The remaining 25% will doubtless be left to mature, but will probably not make more than half a crop. It is very dry here and too late for rain to help much.—Hitchcock Grain Co.

Chicago, Ill., Apr. 3.—Oklahoma soil is in only fair condition, more moisture would be beneficial, especially in southwestern, western and northwestern sections where rain is badly needed. Winter wheat is in fairly good condition, this year's acreage is estimated at 3,446,380 acres compared with 3,346,000 acres last season. Corn planting is being somewhat delayed account lack of moisture in soil; it is estimated acreage of this crop as well as oats will show a decrease over last year's acreage.—S. H. Johnson, vice-pres. C. R. I. & P.

Amorita, Okla., Mar. 23.—Drove from here to Cherokee by way of Ingersoll to Alva, returning by way of Capron and Burlington, yesterday. Wheat is deteriorating very fast. Spots in the fields, ranging from mere patches to several acres, are as barren as a desert. High winds have blown and uprooted places in practically all fields making the wheat prospect for Alfalfa county the poorest in several years, present predictions being for not more than 60% of a crop. Recent rains in Woods county helped considerable, but the ground there is getting dry again and high winds prevail. Barley was all killed, and the acreage was the heaviest in several years. Considerable piece patch sowing is being done in the wheat fields.—J. H. DeGrange.

SOUTH DAKOTA.

Lake Preston, S. D., Apr. 7.—Seeding is about completed. Conditions are very good.—Lake Preston Co-operative Elevator Co.

TEXAS.

Lockney, Tex., Mar. 25.—The wheat crop will be non-productive unless it rains very soon.—Lockney Farmers Co-operative Society.

Fort Worth, Tex., Apr. 6.—Texas will make no oats at all, not even the seed planted. Oklahoma will make a very small crop of oats in the eastern portion of the state. Texas and New Mexico may possibly produce one-third the wheat they did last year. Oklahoma, Colorado, and Utah may produce two-thirds; Kansas, 75% of last year's abnormal crop, while Nebraska may not produce any more than 75 or 80% of last year's crop. The Pacific Northwest has already lost 50 to 60% of its winter wheat acreage. Candidly, I am of the opinion that the states west of the Mississippi river will likely produce 100,000,000 bus. less winter wheat than last year. The states east of the river may produce more, but I think a 500,000,000-bu. winter wheat crop is a liberal estimate at this time.—Jule G. Smith, pres. Fort Worth Elevators Co.

Cromwell's Crop Report.

The condition of winter wheat on April 1 was 74.1%, compared with 83% on April 1, 1924, and 81.2% the 10-year average. Based on average abandonment and average influences on the crop to harvest as followed by the Government, the condition would forecast a production of about 512,000,000 bus. Based on probable abandonment and average conditions to harvest, the crop promises 480,000,000 bus. Since the Government uses average abandonment (11%) on April 1, the official May forecast will probably be below that of April if conditions are average during April. The 1924 crop was 590,000,000 and the 5-year average has been 592,000,000.

The condition of rye was 85.5% of normal, compared with 83.5 in 1924 and 87.1 the average for the past ten years. The condition April 1 forecasts a production of approximately 56,000,000 bus.; the production in 1924 was 63,446,000.

According to the Government report on farmers' March intentions to plant and if said intentions are carried out, spring wheat acreage will be increased over last year about 14%. Based on probable winter wheat abandonment, total spring and winter acreage for harvest will be increased 2%, or 1,100,000 acres.

Intentions are to increase corn acreage 2.3%, oats acreage 5.6%. Demand for oats will not equal that of last year and prices will probably be lower if yields are average.

Last Canadian wheat crop was officially estimated at 262,000,000 bus. from 22,055,000 acres. Our estimate was 268,000,000. A decided increase in acreage is intended in 1925 if weather conditions permit. A 9% increase would make around 24,000,000 acres. Moisture conditions are favorable, but fall plowing was below normal. An average yield on 24,000,000 acres would give a production of 380,000,000 bus.—R. O. Cromwell, statistician, Lamson Bros. & Co.

Government Crop Report.

Washington, Apr. 9. — The crop reporting board of the U. S. Dept. of Agriculture makes the following estimates:

Winter wheat average condition on Apr. 1 was 68.7% of normal, compared with 83.0 on April 1, 1924, 75.2 on April 1, 1923, and 81.2, the average condition for the last ten years on April 1. Upon the assumption of average abandonment of acreage and average influences on the crop to harvest, the condition April 1, 1925, would forecast a production of about 474,255,000 bus., which compares with 590,037,000 bus., the estimated production in 1924, 571,959,000 bus. in 1923, and 591,957,000 bus., the average for the last five years.

Rye condition on April 1, 1925, forecasts a production of approximately 61,652,000 bus. The estimated production in 1924 was 63,446,000 bus., the 1923 crop 63,077,000 bus., and the average for the last five years 70,410,000 bus.

	WINTER WHEAT.				RYE.			
	Condition—				Condition—			
	10—	10—	10—	10—	10—	10—	10—	10—
	April 1, yr. Dec. 1,	1925, 1924, av. 1924,	1925, 1924, av. 1924,	1925, 1924, av. 1924,	April 1, yr. Dec. 1,	1925, 1924, av. 1924,	1925, 1924, av. 1924,	1925, 1924, av. 1924,
	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.	Pct. Pct. Pct. Pct.
Mass.	85	82	88	83	93	93	94	85
Conn.	85	82	88	83	91	89	93	89
N. Y.	88	85	86	82	90	89	89	83
N. J.	85	83	87	82	87	86	89	84
Pa.	90	85	86	85	90	88	87	88
Del.	87	82	85	83	91	84	87	85
Md.	86	78	88	86	86	82	88	88
Va.	73	73	86	84	81	79	88	86
W. Va.	90	81	89	88	92	83	89	91
N. C.	84	73	84	84	87	78	86	85
S. C.	83	58	83	85	87	68	86	88
Ga.	61	73	81	80	76	80	86	85
Ohio	72	74	80	81	84	84	87	87
Ill.	87	73	81	87	90	87	90	91
Mich.	85	86	84	83	87	89	88	86
Wis.	79	90	88	90	83	92	91	90
Minn.	81	80	86	90	85	80	88	90
Iowa	86	89	85	89	91	92	91	91
Mo.	86	77	82	85	88	84	87	87
N. D.	80	81	86	90	86	83	88	91
S. D.	66	91	80	78	89	93	89	90
Neb.	63	87	76	76	70	90	81	82
Kans.	75	57	82	82	81	60	86	82
Ky.	80	63	81	79	80	70	84	78
Tenn.	83	70	83	70	82	70	83	70
Ala.	85	76	84	70	...	...	...	56
Miss.	47	91	76	75	46	93	74	80
Tex.	65	87	80	84	71	89	82	86
Okla.	80	79	86	81	82	87	88	79
Ark.	57	88	85	85	80	83	88	88
Mont.	85	91	89	93	85	93	92	95
Wyo.	87	94	84	88	88	95	86	88
Colo.	56	97	79	75	60	95	...	89
N. Mex.	87	90	92	89	...	...	...	...
Ariz.	91	93	93	86	97	91	94	88
Utah	92	97	94	95	...	...	...	93
Nev.	74	91	93	82	88	95	94	92
Idaho	28	85	87	77	25	88	92	85
Wash.	55	101	94	87	65	95	96	90
Ore.	80	60	88	88	...	...	...	...
Cal.	68.7	83.0	81.2	81.0	84.0	83.5	87.1	87.3

B. W. Snow's Report.

Wheat growth begins early this year, but the start is not vigorous. The condition of the crop is reported at 75%, against 81 last December, 83 a year ago and an April 1 average of 82.5 for ten years. It is too early to determine definitely the acreage to be abandoned, but there is every indication that the area already irreparably damaged exceeds the average abandonment, with a further important acreage that is still in doubt with its status to be fixed by weather conditions of the next 3 weeks.

The meaning of the present condition cannot be satisfactorily figured until the abandoned area can be determined, but on the basis of the average acreage loss of recent years, which approximates 10% of the seeded area, and this year would therefore amount to some 4,250,000 acres, the present conditional report would fairly indicate about 534,000,000 bus. This figure will be decreased proportionately by whatever amount the current acreage loss shall exceed the usual average.

The acreage loss is particularly severe and plant conditions low on the North Pacific Coast, in Ohio and portions of Indiana, in central and northern Kansas, and in Texas, and in each of these districts April 1 finds the crop still going backward. The drought area in Texas, Oklahoma and Kansas has received no relief to date of this report, and great producing sections of the southwest are in a critical position.—B. W. Snow, Bartlett-Frazier Co.

Winter Wheat Conditions Critical.

The condition of winter wheat in the United States at the close of March is about 73% of normal which is the lowest condition on record with the exception of 1917 when it was 63.4. Last year the condition was 83 and the average of the preceding ten years 83.5. Very low conditions are reported from the following widely scattered areas: West central Ohio and adjoining counties in eastern Indiana, South central Nebraska extending into north central Kansas; most of Texas, extending into Oklahoma; most of Montana excepting the north-east part; and the most of Washington and Oregon.

The cause of the low condition in the Ohio area, is a period of warm growing weather in February, followed by zero weather about March 1, which killed much of the tender plant. In the other area a dry fall, winter and spring is the principal cause. Much of the Washington-Oregon area will be reseeded to spring wheat.

The condition forecasts about 510,000,000 bus. The crop last year was 590,037,000 and the average of the preceding five years 626,025,000 bus.

About 18% of the crop will be abandoned. This is the heaviest on record with the exception of 31% in 1917 and 20.1% in 1912. A year ago our April 1 report indicated an abandonment of 6%. The actual abandonment was 7.5%.

Farmers intend to increase their spring wheat acreage 13.9%, according to the Department of Agriculture, which would be an increase of 1,470,000 acres, or a total spring wheat acreage of 20,240,000 acres. A ten-year average yield per acre on this acreage, 12.6 bus., would produce 255,000,000 bus. Last year's spring wheat crop was above average, 282,636,000. The average of the preceding five years was 230,153,000 bus.

With a forecast of 510,000,000 winter wheat and an average of 255,000,000 spring wheat we have a tentative total of 765,000,000 bus. Last year's total was 873,000,000 and the average of the preceding five years 856,000,000 bus.

The condition of rye crop in the last week of March was about 85% of normal compared with 83.5 a year ago and 87.9 the average of the preceding ten years, when the yield averaged 14.9 bus. On this basis the condition would forecast about 14.4 bus. and on the 4,206,000 acres planted about 60,566,000 bus. Last year's crop was 63,446,000 bus. and the average of the preceding five years 72,817,000 bus.—Nat C. Murray, statistician, Clement, Curtis & Co.

Flying Kites Without Tales.

Do you remember when we were kids and about this time of year began flying our kites? In a good breeze if we did not put enough tail on them, how they would dodge up and down!

Those kites had nothing on the present grain markets when it comes to dodging. I'll tell these "United States of Sahara"—and also add that from the way the owners of May wheat turned it loose last week they must have had that it was forbidden fruit, like "Haag & Haag" or "Canadian Club," and the prohibition officers were after them.

Whatever they thot, they sure put on a bargain sale without any advance notice. Trying to forecast what May wheat will do at this time is about as easy as being blindfolded and trying to pin a tail on a paper donkey in the right place.

Like the old kite, it depends on how strong the demand wind blows as to whether we have enough tail in the shape of supply to hold the market steady.—Tod Sloan of B. C. Christopher & Co., Kansas City, Mo.

From Abroad.

Tunis has prohibited the exportation of buckwheat in the form of both grain and flour, with the exception of shipments to France and Algeria.

Government officials of Turkey have announced that it will be necessary to continue importations of grains until Sept. 1, due to crop failure.

Exports from Egypt of wheat, maize, millet, barley, and all flour, pure or mixed, produced from these cereals, are prohibited by a decree dated Feb. 11, 1925, and made effective Feb. 12.

Madrid, Spain.—Foreign wheat may again be imported into Spain. King Alfonso has signed a decree lifting the embargo and authorizing the Central Food Commission to acquire foreign wheat.

A corn exchange was inaugurated Feb. 21 at Constantinople, Turkey, and is now in operation. Constantinople is the principal port for the Black Sea and trading facilities should rapidly develop there.

Lithuania has imposed a duty of 0.10 lit per kilo on rye (now free) to become effective July 1, 1925. The duty on flour has been doubled, making it 0.90 lit per kilo. The 0.30 lit per kilo duty on wheat is being continued.

A little maize is being exported from Bulgaria, but the export tax has been increased from Levass 50 to 76 per 2.2 lbs. Recent rains did not last long enough. Bulgaria and Roumania are both badly wanting frequent rains due to previous drought.

Collection of grain in Russia by the principal collectors during February totaled 354,000 tons or 7.6% of the quantity fixed for the year. Exceptional weather is charged with the sharp decline, since it caused alarm among the peasants and made roads impassable in many places. Collections included 27% rye, 29% wheat, 16% barley and 4% oats.

The reluctance of the Roumanian peasants to release their stocks of grain at the maximum prices fixed by the government is having its effect in a strong feeling that the country will have to import large quantities of wheat from foreign countries even before the next harvest is available. Large stocks are on hand, but these are not thought to be sufficient to supply domestic consumption.

Russian government officials have received instructions on the distribution of grain for re-seeding purposes, from the National Commissariat of Agriculture. Early spring crops are to be used in sections where loss was born thru the autumn drought or field vermin. The acreage lost by winter-kill is to be replanted to late spring crops such as millet, buckwheat, maize, etc. A special Commission of experts will ascertain the extent of damage before distributing the seed grain.

Paraguay has proven its ability to produce wheat. Experiment at Aleman-cue, near Ita in the central district, has produced wheat of good grade and specific gravity yielding 2,000 kilos to the hectare, compared with an average of only 1,000 in Argentina. Similar experiments are being conducted at Puerto Pinasco. Most of the poorer classes in Paraguay depend upon mandioca and other cereals, but about 20,000 tons of wheat is consumed annually and it is believed that flour milling would pay.

Did the Mob Manipulate the Market?

The wheat markets of the last three months, for example. By far the most important of the unstable and disturbing factors has unquestionably been speculation by the general public. When a vast public mob starts buying there is no possible way of checking inflation, and when, moblike, the public suddenly stops buying and hesitates or begins to retreat, a collapse of prices is simply inevitable. A public mob is the worst and least calculable of all manipulators. If manipulation is reported by the U. S. investigators, will the Secretary of Agriculture undertake prosecution against all the tinkers, tailors and candle-stick makers, as well as against any other individuals with larger bank accounts who had no business to be speculating in grain at all? One thing is certain, and that is, that grain exchanges will approve of any effective remedies for present evils.—Winnipeg Grain Trade News.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Lennox, S. D., Apr. 6.—Very little grain is moving.—Flanley Grain Co.

Brookville, O., Apr. 6.—Corn reserves are one-third more than a year ago.—A. Schlientz.

Alva, Okla., Mar. 26.—About ½ of 1% of last year's wheat still remains in the farmers' hands.—Crowell Bros.

Homestead, Okla., Mar. 23.—Very little wheat remains in the farmers' hands.—Farmers Union Co-operative Exchange.

Calumet, Okla., Mar. 28.—About 10% of the oats and no wheat remains in the farmers' hands.—M. C. McCafferty.

Medicine Lodge, Kan., Mar. 26.—Very little grain remains in the farmers' hands.—Dan Snyder, agt. Hunter Mill Co.

Enid (Imo), Okla., Mar. 24.—About 5% of last year's wheat is still in the farmers' hands.—C. E. Ramsey, mgr. Imo Grain Co.

Ashland, Kan., Mar. 25.—No oats or corn and only 1% of the wheat are left in this territory to be marketed.—Wallingford Bros.

Ponca City, Okla., Mar. 24.—About 2% of the wheat remains in the farmers' hands.—Ponca City Wheat Growers Co-operative Ass'n.

Partridge, Kan., Mar. 27.—No wheat is moving. Only a small percentage is left in the farmers' hands.—Partridge Mill & Elevator Co.

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, compared with March, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	107	59	47	61
San Francisco, tons	782	643	.....	.....
Baltimore, bus.	71,912	130,011	.....	.....
Cincinnati, bus.	350,000	436,000	218,000	220,000
Chicago, bus.	2,953,000	5,704,000	3,437,000	4,485,000
Duluth, bus.	35,540	271,533	6,454	5,840
*Ft. William, bus.	3,067,541	.....	771,252	.....
Indianapolis, bus.	466,000	810,000	510,000	918,000
Kans. City, bus.	343,400	695,300	883,500	514,500
Milwaukee, bus.	730,650	1,150,600	866,083	1,730,150
Minneapolis, bus.	2,553,260	1,832,190	3,536,590	2,079,160
Montreal, bus.	150,099	376,100	15,220	95,686
New Orleans, bus.	146,861	16,690	.....	.....
New York, bus.	1,508,000	.....	968,000	.....
Omaha, bus.	900,000	1,302,000	2,098,000	1,700,000
Peoria, bus.	1,005,300	1,199,800	1,213,200	1,204,200
Phila., bus.	335,746	142,653	95,968	39,893
St. Joseph, bus.	124,000	168,000	138,000	104,000
Superior, bus.	23,425	85,265	11,660	.....
Toledo, bus.	237,800	356,700	740,355	142,085
Wichita, bus.	9,000	58,500	9,000	45,000

*4 weeks ending March 28.

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, compared with March, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	21	45	9	21
San Francisco, tons	5,395	18,728	.....	.....
Baltimore, bus.	331,767	23,354	301,500	23,333
Cincinnati, bus.	2,460	2,800	.....	.....
Chicago, bus.	660,000	819,000	257,000	386,000
Duluth, bus.	143,807	16,284	87,027	6,593
*Ft. William, bus.	1,048,988	.....	59,624	.....
Kans. City, bus.	18,000	72,000	5,200	175,500
Milwaukee, bus.	822,905	683,200	277,998	283,750
Minneapolis, bus.	1,492,510	1,158,630	1,220,960	1,083,750
Montreal, bus.	35,928	59,337	.....	.....
New York, bus.	690,200	.....	1,027,000	.....
Omaha, bus.	25,600	14,400	20,800	52,800
Peoria, bus.	119,000	39,200	57,400	22,400
Phila., bus.	1,883	31,336	.....	.....
St. Joseph, bus.	1,750	.....	.....	.....
Superior, bus.	143,090	14,451	40,000	1,593
Wichita, bus.	.....	31,200	1,200	24,000

*4 weeks ending March 28.

Fairview, Okla., Mar. 25.—Only 5% of the wheat, corn and oats raised last year is still held by the farmers.—Fairview Feed & Grain Company.

Selman, Okla., Mar. 24.—Very little wheat remains in the farmers' hands. A good share of the crop this year will be harvested with combines.—J. T. Judd, Alva Roller Mills.

Hazleton, Kan., Mar. 25.—About 10% of the corn and oats still remains in the farmers' hands. Wheat is practically all in.—W. S. Ballard, agt. Bowersock Mill & Elevator Co.

Chicago, Ill., Apr. 3.—Approximately 7% wheat, 25% oats, 31% corn and 15% barley from last year's Oklahoma crops still remain on the farms.—S. H. Johnson, vice-pres. C. R. I. & P.

Amorita, Okla., Mar. 23.—Wheat in elevators and on farms in the country adjacent to this territory does not total more than 4,000 bus. All wheat at this point is cleaned up and we are prepared for the new crop.—J. H. De Grange.

Fort William, Ont.—All the storage space at the Canadian lake head is filled. The capacity is registered at 64,000,000 bus. and only 56,000,000 bus. are in storage, so much off grade wheat is on hand that all available space is taken. A blockade of the Fort William-Buffalo route is feared when navigation opens. No embargo has been placed on the lake head as yet by the railroads, but most shipments are being routed via the western grain route. Navigation is due to open Apr. 21.

Indianapolis, Ind., Apr. 2.—We don't think many of the Indiana shippers are holding any large amount of oats, altho we understand quite a number of them are being held by Illinois elevators. Oats have certainly been a big disappointment to the trade and notwithstanding the lower relative value, oats seem to have had no friends. Very light movement here and fairly good demand for the few arrivals. Corn received another bad jolt today with very poor demand.—Bert A. Boyd Grain Co.

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, compared with March, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	189	181	123	63
San Francisco, tons	2,032	1,368	.....	.....
Baltimore, bus.	68,647	910,959	754,828	.....
Cincinnati, bus.	622,000	621,800	462,000	376,600
Chicago, bus.	8,307,000	9,257,000	2,621,000	4,353,000
Duluth, bus.	147,927	2,637,099	.....	.....
Indianapolis, bus.	1,578,000	1,310,000	1,279,000	1,105,000
Kans. City, bus.	2,410,000	2,086,250	1,736,250	1,292,500
Milwaukee, bus.	1,294,595	2,478,480	513,136	1,245,641
Minneapolis, bus.	1,984,060	2,112,630	2,140,280	1,321,130
Montreal, bus.	7,528	43,613	.....	3,072
New Orleans, bus.	288,667	965,983	.....	.....
New York, bus.	75,000	.....	.....	.....
Omaha, bus.	1,610,000	2,892,400	1,226,400	3,507,000
Peoria, bus.	2,173,750	1,209,650	1,327,700	783,400
Phila., bus.	75,085	848,877	.....	514,503
St. Joseph, bus.	939,000	1,083,000	930,000	984,000
Superior, bus.	226,525	1,972,326	5,000	.....
Toledo, bus.	416,250	463,750	246,400	277,900
Wichita, bus.	213,600	288,800	158,406	370,800

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, compared with March, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	184	267	361	227
San Francisco, tons	4,928	6,145	.....	.....
Baltimore, bus.	1,216,222	1,380,621	1,109,253	1,296,316
Cincinnati, bus.	124,600	339,000	161,000	432,600
Chicago, bus.	1,055,000	1,610,000	2,498,000	993,000
Duluth, bus.	2,351,573	1,398,322	511,823	694,517
*Ft. William, bus.	9,349,555	.....	2,940,290	.....
Galveston, bus.	1,590,133	.....	1,388,133	.....
Indianapolis, bus.	115,000	226,000	66,000	208,000
Kans. City, bus.	2,374,650	2,616,300	4,276,800	2,578,500
Milwaukee, bus.	443,240	149,800	153,200	222,075
Minneapolis, bus.	5,725,470	7,481,790	2,868,610	3,482,460
Montreal, bus.	901,842	411,451	.....	24,620
New Orleans, bus.	2,977,727	3,702	2,833,727	.....
New York, bus.	3,575,600	.....	4,457,000	.....
Omaha, bus.	1,101,800	1,052,800	1,913,800	1,370,600
Peoria, bus.	49,200	49,900	38,400	57,600
Phila., bus.	3,922,863	2,427,857	3,736,147	2,562,483
St. Joseph, bus.	702,800	656,000	317,800	109,200
Superior, bus.	1,293,186	576,395	306,471	485,865
Toledo, bus.	116,200	463,400	974,510	904,315
Wichita, bus.	498,000	772,800	418,800	345,600

*4 weeks ending March 28.

Dockage to Dollars.

[From an address by Robert Black in charge of Grain Cleaning Investigations for U. S. Dept. of Agri. before North Dakota grain dealers.]

In 1924 North Dakota produced in the wheat and flax crops approximately 19,600,000 measured bushels of dockage. About 15,000,000 bushels of this dockage were mill oats and the balance seed screenings.

There are about 1,700 elevators in North Dakota. If the 1924 crops of wheat and flax were evenly divided between these 1,700 elevators, each elevator would handle over 11,500 measured bushels of dockage.

Successful machine shops recover the oil from steel shavings. Meat packers utilize every part of the animals slaughtered. Country elevators should also take advantage of every possible profit which can be made by selling each part of the grain separately.

The cost of installing efficient machinery for profit handling of dockage will be repaid the first year of operation in many elevators.

The country elevator operator may clean grain for any one or all of several reasons. Removal of dockage before shipment saves freight, clean grain brings a higher price because of its better appearance and often because of its better grade, and the dockage after being removed can either be sold locally or often shipped at a profit.

The most potent reason for cleaning grain before shipment is to remove the screenings so that they can be sold locally for feed or shipped as mill oats and screenings. Farmers generally are beginning to realize the feeding value contained in screenings and to utilize them for feeding their livestock.

If you are intending to ship your screenings, it is advisable to keep the mill oats and the fine seed screenings separate because the mill oats, or "mixed feed oats" as they are now classed under the United States Grain Standards act, sell at a higher price per pound than the fine seed screenings.

The question naturally arises as to how close the grain should be cleaned and also whether it pays to clean grain containing only a small percentage of dockage. The first thing to be considered in determining whether you are to clean to a no-dockage basis or whether you will leave one or two per cent of dockage in the grain, depends entirely upon the character of the grain and the character of the dockage which can be removed. Close cleaning of grain usually results in a small shrinkage in the net weight, due to a loss of whole or large pieces of cracked kernels in the screenings.

It is in this particular connection that elevators should be well posted on the benefits and results of cleaning so that they can make arrangements with their managers to take advantage of every possible profit which may result from close and careful cleaning, altho the manager may of necessity show a slight shrinkage in the net weight of wheat or flax at the end of the year.

The other question which naturally arises

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, compared with March, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	3	.....	.....	1
Baltimore, bus.	372,736	310,003	801,132	141,428
Cincinnati, bus.	.....	2,800	.....	9,800
Chicago, bus.	98,000	287,000	10,000	32,000
Duluth, bus.	281,560	574,139	26,152	.....
*Ft. William, bus.	189,240	.....	23,201	.....
Indianapolis, bus.	3,000	9,000	1,400	8,400
Kans. City, bus.	7,700	18,700	1,100	16,500
Milwaukee, bus.	67,920	144,330	84,560	34,125
Minneapolis, bus.	286,970	449,810	157,150	306,330
New York, bus.	631,500	.....	1,037,000	.....
Omaha, bus.	29,400	32,200	25,200	179,200
Peoria, bus.	2,400	2,900	.....	3,600
Phila., bus.	212,780	93,870	181,212	.....
Superior, bus.	154,822	262,488	.....	.....
Toledo, bus.	6,000	18,000	43,530	385,260

*4 weeks ending March 28.

is deciding what grain containing only 4 or 5 per cent of dockage can be profitably cleaned. This question can only be answered with a full knowledge of the type of cleaning machinery in the elevator and even then would differ with different lots of wheat and flax. If the wheat is badly shrunken, it is probable that if 4 or 5 per cent dockage is present that such cleaning would not be a paying proposition unless you are in a territory paying a high freight rate or unless you have a local market for the screenings or if such cleaning materially improves the appearance of the grain. If wheat containing only 4 or 5 per cent dockage is fairly plump, and if you either have a high freight rate, or if you have a local market for screenings, it will pay you to clean even that grain.

Many elevators have made a practice of giving their screenings to their customers to get the screenings out of the house. With a better understanding of the feeding value of these screenings, farmers have become willing to pay even a higher price for mill oats than the elevator can secure by shipping to a terminal market.

The cleaning of grain for seed purposes can often be performed during the slack season when there is no danger of interruption of operations. When cleaning for seed, several hundred bushels should be cleaned at a time so as to minimize the mixing of grain which may be in the elevator boot—unless the operator is willing to clean out the elevator boot before starting. Great care should be used in cleaning so as not to mix varieties.

The cleaning of grain for seed requires careful conscientious work and charges of from 5 to 10 cents per bushel for it are common and equitable.

The kind and cost of the cleaning equipment which you should install and which will pay you a profit depends entirely upon your local conditions. Several good cleaners are on the market, and since the manufacturers are beginning to realize that grain cleaners should not be sold on a first cost basis alone, the quality of the cleaners and the class of work they do is being constantly improved.

An export duty on Canadian wheat as proposed and recommended by the Turgeon Commission would prevent the export millers of New York State from bidding up the price of Canadian wheat above the bids of millers in Canada doing an export business. It would also boost the price of good wheat grown in the U. S. and might result in so much being grown at home U. S. millers would not bid more for Canadian wheat.

Penalty Sections of Indiana Co-operative Marketing Law Invalid.

Grain dealers competing with the pools for the farmers crops may be falsely accused of having slandered the pool or of having tried to obstruct its business by persuading owners to sell to the dealer instead of to the pool.

There is no reason to believe a grain dealer will circulate false rumors about a pool any more than he would about any other competitor, all of whom had the protection of the statutes existing prior to the enactment of the co-operative marketing law.

Dealers who may be proceeded against by the pool will be pleased to learn that sections 24, 25 and 26 of the Indiana co-operative marketing law, in the opinion of a leading lawyer of Indiana, are invalid. His opinion follows:

Section 24 provides a penalty in favor of a corporation organized under the act against any person or any corporation whose officers or employees knowingly induce or attempt to induce any member or stockholder of such association to breach his marketing contract in the penal sum of \$100 with costs and attorney fees.

Section 25 provides a fine of \$100 to \$10,000 against any person or corporation maliciously spreading false reports about the finances or management of an organization under the act, and a penalty of \$500 for each offense.

Section 26 provides a penalty of \$100 against any person, firm or corporation conducting a warehouse or elevator or other receiving place, or otherwise dealing in any agricultural products within the State of Indiana, who solicits or persuades, etc.

To say that the act is an unusual one and a very peculiar one is putting it mildly, but whether those provisions of the act are constitutional and such as the legislature has authority to create under the constitution presents a different question. If it were not for the words in the act "to provide for the enforcement thereof," I would come at once to the conclusion that the title is not sufficiently broad to cover the sections above mentioned. Section 29, Article 4 of the Constitution provides "Every act shall embrace but one subject and matters properly connected therewith, which subject shall be expressed in the title." Authorities say that the title should distinctly recite what the particular subject of the law is. The object of this provision of the Constitution is to prevent the enactment of laws under false and delusive titles, whereby measures are procured by the support of legislators who are deceived as to the character of the law. The provision is to prevent the conjunction in one act of two or more subjects having no legal connection. It is clear in this case that the attempt is to procure an enactment, which is intended to be of a special benefit to the farmers of the state, and to enable them, by combination and association, to control the price of their product without the intervention of middlemen. In other words, to do by co-operation their own marketing. This is clearly the subject of the bill.

One, at once, asks himself the question, why is it necessary that an especial provision be made in the act for prevention by interference of other persons of contracts made by members of the association with the association. It is to be assumed by common law that if A procures B to breach his contract with C that A is liable

in damages to C for whatever measure of damages C sustains, and that is true whether the person inducing the breach be engaged in the same character of business or whether he be engaged in some other character of business.

One asks himself, is it necessary that these sections be made a part of the law "to provide for the enforcement thereof." Reasoning from the various authorities, of which there is an almost innumerable number, I have come to the conclusion that these sections of the act are unconstitutional and void because they are not matters properly connected with the title of the act. Some authorities that throw light on this are:

Henderson, Auditor vs. London & Lancaster Insurance Company, 135 Indiana 23.

State ex rel vs. Commercial Insurance Company, 158 Indiana 680.

In the latter case on page 683 the court says "When the subject of the act in question, as disclosed by the title, is considered, there certainly is no obvious connection between such subjects and the matter or provisions embraced in Section 3, which attempts to confer the power or right upon the Auditor of State to examine the books and papers of insurance companies mentioned whenever, in his judgment, such examination is required for the interests of the policy holders."

Also in the case here in question, it seems to me that there is no obvious connection between Sections 24, 25 and 26 with the title of the act. It seems to me that the legislators were readily led to the enactment of these sections in connection with the general act, for which law there is a general popular demand, and that these sections were attached to and made a part of the law because of that popular demand rather than because of the title of the act warrants their enactment.

One cannot avoid in an examination of this question, it seems to me, inquiring whether the act is not obnoxious to Section 23 and Article 1 of the Constitution of Indiana. This act provides simply for the formation of corporations for certain purposes. The purposes are not unusual of themselves, or materially different from those that have long existed under the laws of the state.

All corporations and all members of corporations, as heretofore authorized by statute, have the full protection of the law generally applicable to citizens of the state, and why shall there be a special provision made by the legislature for the protection of these corporations and members of these corporations that are distinctly different, and which do not apply to corporations generally, and to members of corporations generally?

In my judgment it is a grave question whether the act is not granting to those corporations and to members of these corporations, organized under the act, rights which are not equally enjoyed by all citizens. It is not improbable that the courts will hold that immunities and provisions are given by the act to those corporations and to their members that do not equally belong to all citizens of the state.

It is my best judgment that the courts will be compelled to hold these sections of the act are void.

A pledge of \$1,500,000 to rehabilitate the boll-weevil stricken sections of South Carolina has been offered by Bernard M. Baruch, New York banker, on the condition that bankers of that state raise an equal amount for the purpose. Governor McLeod of South Carolina has signed a legislative act authorizing the \$3,000,000 loan.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 7.	Apr. 8.
Chicago	167½	164½	157½	157½	147	146½	149½	143	138½	143	146½	151	151
Kansas City	159	156½	149½	148½	139½	138½	141½	136½	130½	137	141	146	146½
St. Louis	167	164½	157½	157	147½	146½	149½	142½	139½	143½	146½	152½	152½
Minneapolis	158½	155½	149	148½	138½	138	141½	135½	131½	135	138½	143½	142½
Duluth (durum)	160	159½	151	152	141½	142½	146½	139	134	138	139½	144½	145½
Winnipeg	170½	167½	160½	161	150	148½	150½	143½	138½	144½	146½	151½	151½
Milwaukee	167½	164½	157	157½	146½	146	149½	142½	138½	143	146½	147½	151
MAY CORN.													
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 7.	Apr. 8.
Chicago	112½	111½	109	110½	107½	104½	104½	98½	92½	95	100	104½	104½
Kansas City	104½	103½	101½	101½	99	96½	97	91½	83½	87½	92½	97½	96½
St. Louis	110½	110	107½	107½	105	102½	102½	96½	89	92½	96½	102	102½
Milwaukee	112	111½	109½	110	107½	104½	104½	98½	96½	95	100	103	104½
MAY OATS.													
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 7.	Apr. 8.
Chicago	45	44½	43½	44	41½	41½	41½	39½	36½	38½	39½	41½	40½
Kansas City	44½	44½	43½	43½	41	41½	41½	39½	37½	38½	40½	41½	41½
Minneapolis	40½	40½	39½	39½	37½	37½	37½	35½	32½	34½	36½	37½	37½
Winnipeg	51½	51½	50½	50½	48½	48½	48½	43½	43	44½	45½	47½	47½
Milwaukee	45	44½	43½	43½	41½	41½	41½	39	36½	38½	39½	40½	40½
MAY RYE.													
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 7.	Apr. 8.
Chicago	130½	127	123	123½	115	120	123	114½	107½	112	114½	116	115½
Minneapolis	120	117½	114	114	115½	109	113½	106	96	103½	105½	107½	106½
Duluth	125½	122½	119	119½	110½	115½	119	111	103	108½	109½	111½	111½
Winnipeg	130½	127½	123½	122½	115½	119½	122½	115	108	114	114½	116	115½
MAY BARLEY.													
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 6.	Apr. 7.	Apr. 8.
Minneapolis	82½	83½	80½	80½	78½	76½	77½	76	71½	74½	74½	78½	78½
Winnipeg	84	82½	79½	80	75½	75	76	70	69½	74½	75½	76½	76½

Mid-West Advisory Board to Meet.

Plans to take care of the traffic requirements of the central states will be made at the annual meeting of the Mid-West Regional Advisory Board to be held at Chicago Apr. 15. An attendance of perhaps 400 industrial and railroad traffic men is expected.

This body was organized by the industrial traffic managers of the territory embracing Wisconsin, Iowa, Illinois, and part of Indiana and of Michigan. The purpose of the Board is active co-operation between the shippers and carriers wherever their interests join. Through the service of these Boards the causes of friction have become cause for round-table discussions, the result being a much better understanding and usually the removal of the cause of trouble.

The large volume of business the carriers have been handling the past season was made possible without delay and congestion, by the forecasts by the advisory boards, as well as by purchases of new equipment by the railroads, in the opinion of Robert Hula, general secretary.

The sessions will be held at the Hotel La Salle.

North Dakota Farmer Grain Dealers Hold Interesting Session

The opening session of the Farmers Grain Dealers Ass'n of North Dakota was called to order at 1:30 p. m. on Mar. 24 in the Municipal Auditorium at Bismarck, N. D., by Pres. R. F. Gunkelman.

PRES. GUNKELMAN gave his annual address, saying in part:

We are here as delegates to the fourteenth annual convention of the North Dakota Farmers Grain Dealers Ass'n. We are here to review work done in the past, speak of achievements accomplished, look into the future, and gather inspiration for the problems just ahead.

One year ago when we met in Fargo we were confronted with a different situation than we are facing today. Europe was gradually drifting toward economic chaos. With more men under arms than at any time save during the World War, it seemed there was little hope of averting complete disaster. At the same time in this country radicalism was gaining ground and unsound political theorists had a large following. We were in the midst of a great depression. Thousands of farmers were facing bankruptcy and ruin.

Our elevators had just passed thru a period that left many wrecks of well established business enterprises. The hope for better things on the part of the grain man was almost destroyed by threatened legislation. Politicians had seized on the plight of the farmer and were announcing proposed measures which would have been serious in their far-reaching effects as far as our business would have been concerned.

Today there is a great change for the better. Europe, thru the acceptance of an American plan, is fast recovering from its depression and stabilizing its economic system. To this country, and especially to the wheat grower, this means a market for the product of our farms at profitable prices. The farmer benefits directly, but all lines of business will feel the stimulus.

American people now have a tendency to get down to work and to cultivate habits of thrift and sobriety. Increasing evidence shows the American farmer is slow to follow the leadership of a radical minority.

The past year saw the introduction of uneconomic and socialistic legislation, proposed by self-seeking politicians and supported by impractical theorists. Legislation that would have destroyed the open market we today enjoy. Thru the efforts of the grain trade and thru the co-operation of leaders in agriculture, this legislation has been disposed of to the satisfaction of the great majority of farmers, who now recognize the great service rendered by the grain trade in winning this battle. The farmer today is reaping the benefit from the defeat of such legislation.

Recently adjourned our state legislature, of whose record the state can hardly be proud. It seemed to me more of a trading place than a law making body. In this, a purely agricultural state, it should not be necessary for our organization to maintain at considerable expense a legislative committee to protest against measures detrimental to our business, or to lobby for measures needed to protect our customers and the owners of our business. However, we were unable to secure the passage of a warehouse act to control and supervise the handling of grain.

Perhaps we as grain dealers have been at fault. Thru lack of an educational program we have failed to give our farmer customers the means of acquainting themselves with all angles of the grain business. We should explain to the farmer the working of the great marketing machine we use in selling the grain we buy. The farmer should know that here in America we have today a marketing organization exacting the smallest margin between producer and consumer exacted in any country by any trade. We have given to the producer an open market where buyer and seller meet. Where they can buy or sell in any quantity, for any delivery, at any time. Where the producer can get cash for his product when it is delivered. Where contracts are enforced and safeguarded in such a way that it has been easy to establish credit. Where grading and weighing are done under state authority, and checked so there is little chance for error or dishonesty.

We are not saying that there is no chance for improvement in this system; to the contrary, improvements can and will be made. By doing away with duplication of effort in selling and distribution, waste can be eliminated and savings effected for the producer. We need to study and introduce more efficient operation of country elevators. Transportation can be simplified and perfected, thereby reducing freight charges.

Let us bring about changes in our marketing

system after careful study on the part of men familiar with marketing and not thru politicians who are self-seeking.

Need now exists for the establishment of a course in elevator management and elevator accounting, grain grading and the study of propagation of varieties of grain. Such a course should be established at our Agricultural College. Let our educational institutions in this state help our organization perfect better and more efficient handling methods; help create new uses for the products we handle; create and cultivate new markets for these products and train young men for positions in elevator management. We will pledge our co-operation to such an effort.

Our lawmakers, both state and national, seemed to have gained the impression that the passing of laws may be a cure for any economic ills we may be suffering from. They established bureaus and commissions and add additional burdens on the already overburdened citizenship, instead of abolishing existing bureaus and freeing business from the shackles of too heavy taxation. What we need is qualitative instead of quantitative legislation. The great English historian Buckle in his "History of Civilization" said that for 500 years all advance in legislation has been made by repealing laws and we are heartily in accord with this statement.

Public Warehouse Act: During the session of the state legislature we had a committee in touch with the situation at all times. We failed to secure the passage of a warehouse law, but we expect to put on a campaign of education in the state so we may have the full co-operation of all farmers, producers and grain men two years from now in securing the passage of a Warehouse Act; an act that will be fair to all interests; safeguard ticket holders and sanely regulate our warehouses. It is just as necessary to regulate our public warehouses and have adequate supervision over them as it is to examine our state banks at regular intervals. Fair regulation and supervision will be welcomed by the operators and the owners.

The policy of every elevator board should be to see that the business of the company is conducted in a business-like way. Grain should be bought on a fair margin of profit. Profits should be carried into a reserve fund until sufficient surplus is built up so that the company may finance itself and be financially independent. Speculation in grain should be discouraged and a merchandising instead of a speculative business conducted. It is not necessary to maintain and operate elevators if you wish to speculate. The present fiscal year should prove a profitable one, as good crops were the rule and most elevators had sufficient volume to insure a profit if grain was properly handled.

If you have competitors at your station, do

not get the idea that you can put them out of business and handle all of the grain. Such a policy sometimes reacts with sad results. Buy your grain at a margin of profit or let your competitor handle it. If he handles enough grain at a loss you will soon have easier competition. Watch the markets carefully; keep selling as you buy; keep expenses down to a minimum; clean your grain before shipping; tend to your own business and not your competitors; give service to your customers and you will have little to fear as to the outcome at the end of your fiscal year. On such a policy are built all successful elevator organizations.

SECY P. A. LEE submitted his annual report, saying:

The year of 1924 was unprecedented in the movement of grain. Grand Forks received the largest volume it ever did during September, October and November without a single complaint of serious car shortage.

Members of the ass'n do not appreciate the employment department. We have a number of applications for positions on file but the members do not notify us when they contemplate making changes.

Officers of this organization have a few recommendations to make. What is particularly in mind is the possibility and advantage of having district meetings in various sections of the state just before threshing time for the purpose of constructive education.

Twine sales showed an improvement in 1924 over 1923. In the past we have kept the commissions from these sales because this organization was short of funds. I would recommend that in the future twine sales be dropped or a part of the commission rebated to the purchaser.

A RESOLUTION was passed by the delegates commemorating Samuel W. Unkenholz, one of the founders of the ass'n.

Adjourned until 8 p. m.

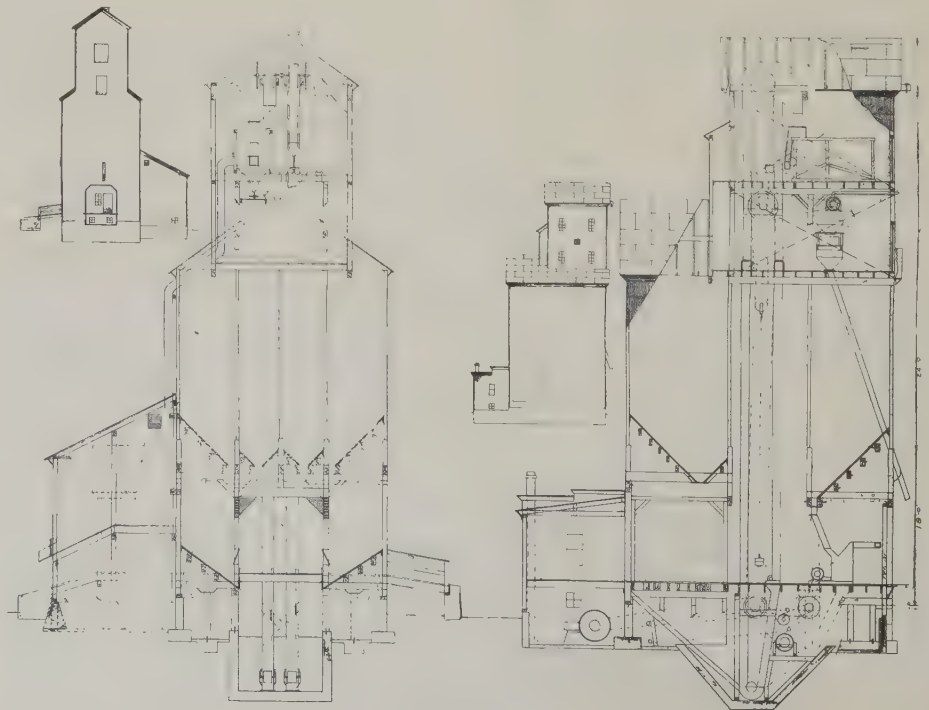
Tuesday Evening Session.

Features of the evening session were a telephone demonstration and moving pictures. Governor of North Dakota, A. G. Sorlie, gave an address which contained many helpful tips for grain men. He said:

Continue to raise hard wheat. Let North Dakota be known as a hard wheat state and with the right co-operation of the elevator men we can make the world come to us for our wheat.

You men sell this idea to your neighbors. Advertise the products of North Dakota and we will get people to come here. We who live here know of the many advantages in our state, but tell others so they may come and share our luxuries with us.

You men represent the biggest thing in North Dakota. Twenty-five years ago there were few independent elevator men and the independent grain dealers in this building tonight illustrate the progress that can be made in the handling of grain.



Sectional Elevations of Farmers Elevator at Eldridge, Ia.
[See also front cover and facing page.]

When you went into business predictions were made by the line elevator men that you would fail. Some did fail, but most forged ahead and you have come to the place now where you have formed an ass'n; not to fix prices but to cooperate in the handling of grain.

We in North Dakota have passed through a period of great prosperity and a period of depression and in these times we have learned the lesson that we must attend to our own business in our own way—not tear down the business of others but build up our own.

PROF. L. R. WALDRON, of the North Dakota Agricultural College, delivered a short address on the development of a new wheat for North Dakota, stating:

Wheat has fallen from its former high estate in yield and quality in North Dakota. This condition, however, is not permanent, for we will grow a better quality of wheat thru attacking disease and thru wheat breeding.

Two hybrids are now undergoing the experimental state at the Agricultural College. They show particular promise and are rapidly being developed. Seed should be ready for distribution next season. The new varieties are expected to show bigger yield and higher quality than the Kota and Marquis varieties.

Adjourned until Wednesday morning.

Wednesday Morning's Session.

Music by the Grain Men's band opened the Mar. 25 sessions. Pres. Gunkelman appointed com'tes on resolutions, credentials, and nominations.

O. L. SPENCER, general manager of the state mill and elevator at Grand Forks, said:

The law passed by the last legislature, which abolished the board of managers of the mill and made the Governor the head of the institution, is expected to work great benefit for the mill, particularly since Governor Sorlie is a successful business man.

Numerous complaints have been made that the state mill flour is high priced. It is also high in quality.

The mill has withdrawn from the eastern markets and the North Dakota markets are going to be worked harder than ever. The work is running smoothly, with satisfied and loyal help, not a man employed having received his position through political influence.

ROBERT BLACK, in charge of grain cleaning investigations for the U. S. Department of Agriculture, at Minneapolis, delivered an ad-

dress on "Saving the Dollars in Dockage." This is given elsewhere in this number.

W. C. KENDALL, manager of public relations section of the American Railway Ass'n, spoke in the afternoon, stating that the automatic plan for the return of freight cars to home territory would place cars where they are needed, when they are needed, and prevent any car shortages.

Entertainment was furnished by the Bismarck Ass'n of Commerce in the evening. The program was executed by the Bismarck Indian school, the High School Glee Club, MacLeod's Gymnasts and the Thursday Musical Club. Music was furnished by the High School orchestra.

Thursday's Sessions.

J. W. SHORTHILL, sec'y of the Farmers National Grain Dealers Ass'n, Omaha, Neb., spoke in the morning on Mar. 26, congratulating the grain men on the wheat crop raised in 1924, saying:

The day is past when men can expect to know nothing about the business of the people with whom they deal. We have come to the place where we must recognize the rights of other people and where you farmers must apply the same business methods as are applied in other lines of business.

The biggest thing that an organization of this kind can do is to conduct an educational campaign. The public should be taught that the prosperity of the country depends upon the farmer and that the farmer cannot be prosperous and have good prices for his products unless the other people are prosperous.

You may think these things are commonplace, but people have been rushing around the last few years trying to reap rich rewards for little work. The young fellows of the coming generation must be taught that unless they work as their ancestors worked this country is not going to prosper. It is the commonplace things that need our attention at the present time.

GEORGE SHAFER, attorney general, answered the questions of the delegates in regard to the elevators and grain.

In the evening the Bismarck grain commission firms gave the delegates a moving picture

entertainment. It was followed by a dance in the Patterson hall given by the Bismarck Business & Professional Women's Club.

DIRECTORS elected by the delegates were S. A. Garber, Fortuna, director at large; A. M. Thompson, Cogswell, first district; J. R. Maddock, Maddock, second district; J. S. Stevens, Falkirk, third district.

The resolutions com'te submitted the following resolutions, which were adopted:

Resolutions.

Be it resolved that it is the sense of this Ass'n that we bring all possible pressure to bear on the state of Minnesota Inspection Department to the end that a uniform system of inspection of wheat as to protein be established at our terminal markets and that certificates of such inspection be issued by this department.

That we ask the cooperation of the farmers' elevators of the state in the matter of the buying and selling of twine through the ass'n, it being an established fact that a sufficient volume of business handled by the ass'n will show a substantial profit to the ass'n and the members thereof.

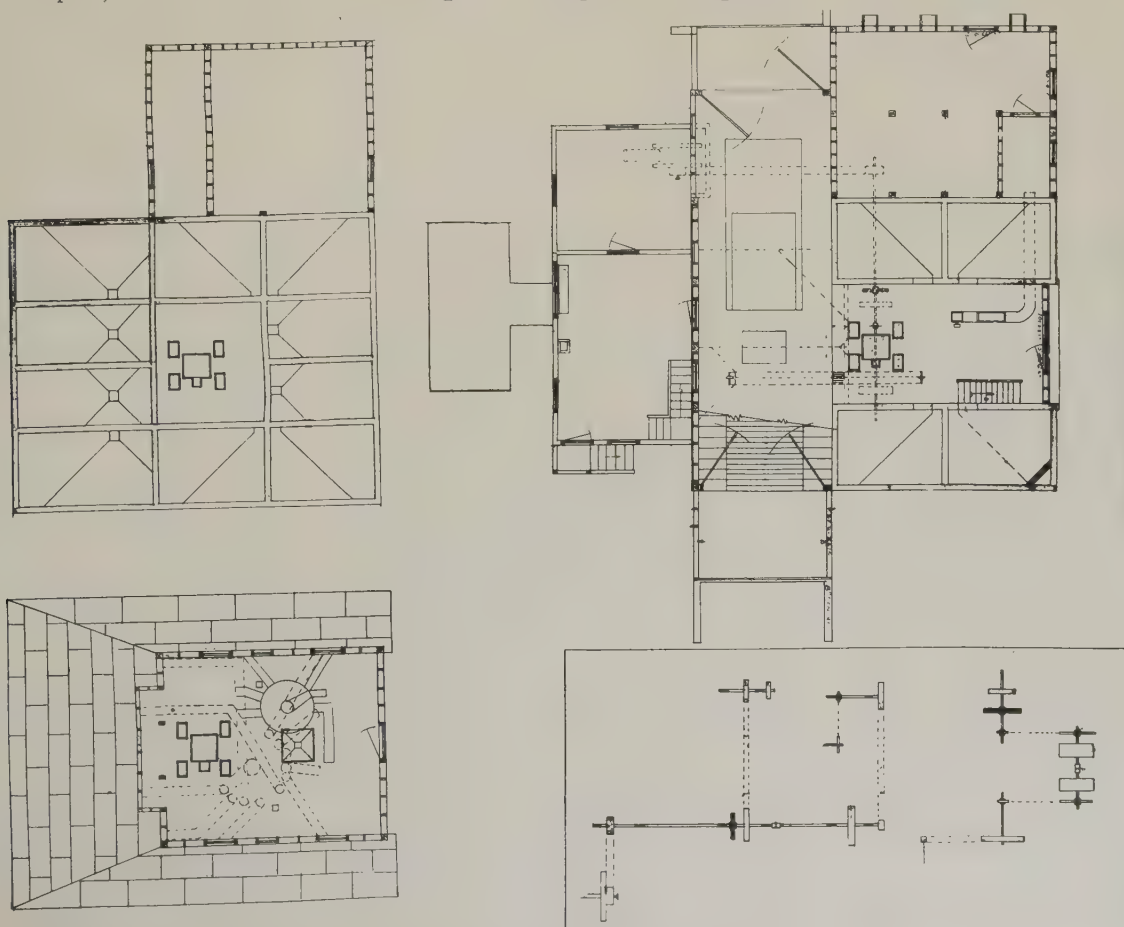
That we favor the early establishment of a deep waterway system of transportation believing it to be a step necessary to the lowering of transportation charges of the products of the northwest.

That we heartily commend the efficient service rendered by the officials of the ass'n during the past year. We especially recognize the hard and efficient work by the secretary of the ass'n, P. A. Lee.

Following the last session of the regular convention, the new directors met and re-elected R. F. Gunkelman, Fargo, pres.; P. A. Lee, Grand Forks, sec'y, and elected S. A. Garber, Fortuna, vice-pres.

Adjourned sine die.

New York, N. Y.—John F. McMasters, former head of R. H. McMasters & Co., which failed for \$1,250,000 in 1923, has been sentenced to not more than one year in the penitentiary, for bucketing orders of customers. That is so easy others may not hesitate to adopt the same plan when hard pushed for funds.



Plans of Farmers Elevator at Eldridge, Ia.
[See front cover and facing page.]

Feedstuffs

Cordell, Okla.—H. R. Rigsbee, dealing in feed and seeds, plans erection of additional storage capacity.

Hayward, Cal.—O. H. Brown and C. Y. Wilson are establishing a feed and poultry supply store here.—O. H. Brown.

Green, Ia.—Emil Steer has let contracts for the construction of a feed mill here to have capacity for 5 tons of feed per hour.

St. Louis, Mo.—Copies of the National Trade Rules governing transactions in feedstuffs are being distributed by Dreyer Commission Co.

Lafayette, Ind.—Dr. E. G. Proulx, Indiana state chemist at Purdue University, died on March 31. He was well known among feed men.

Centralia, Ill.—A feed and flour distributing business will be established here by the Rasche Flour & Feed Co. of Carbondale and Zeigler.

Hammon, Okla.—The warehouse of W. E. Lambert Feed & Poultry Co. burned recently with several tons of feed, totaling a loss of several thousand dollars.

Chicago, Ill.—Everett E. Roquemore, advertising manager of Arcady Farms Milling Co., has left that concern and joined the staff of J. J. Badenoch Co.

Augusta, Ga.—Atlantic Milling Co., at Turpin Hill has contracted for the building of a \$25,000 poultry mash mill and warehouse to have capacity for 100 tons.

St. Louis, Mo.—The St. Louis plant of the Arcady Farms Milling Co. has ceased operations. The Buffalo, N. Y., plant of this concern was closed down some time ago.

Buffalo, N. Y.—Quisinberry Feed Co. has been given the New York state contract for 75 carloads of feed to be used in state institutions, its tender proving the most acceptable.

East St. Louis, Ill.—Earl F. Dunmeyer has purchased an interest in the Black & White Milling Co. and is now sec'y of the concern, in charge of the accounting department.

Memphis, Tenn.—Having completely modernized its mills in the south part of this city during the past year, the Royal Feed & Milling Co. recently moved to larger office quarters.

South Memphis, Tenn.—The International Feed Co. has completed the installation of considerable new machinery in its plant here and is now prepared to produce 180,000 tons per year.

Terre Haute, Ind.—Plans for a farmers warehouse are being considered by the farmers here under the leadership of the county agent, M. B. Nugent. If established it will deal in feed, fertilizer, etc.

Amsterdam, N. Y.—George Kellogg, 74, sharing a partnership with his brother Lauren in the ownership of the Kellogg & Miller Linseed Oil Mills, died on Mar. 19. He was a familiar figure in the oilmeal trade.

Feed Movement in March.

Receipts and shipments of feedstuffs at the various markets during March, compared with March, 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Baltimore, tons	1,308	839	.....	.....
Cincinnati, tons	2,160	1,500	.....	.....
Chicago, tons..	16,881	16,408	39,735	50,208
Kans. City, tons	5,340	2,080	24,920	25,320
Milwaukee, tons	3,410	3,550	11,038	25,559
New York, tons	600	.....	60	.....
Neoria, tons...	35,260	26,360	35,931	26,390
San Francisco, tons	373	560	.....	.....

Dallas, Tex.—W. J. Lawther Mills have incorporated for \$150,000. The incorporators are W. J. Lawther, I. A. Fridge and T. S. Kelly. The concern owns a large plant here and has been manufacturing feeds for some time.

Hynes, Cal.—The Consumers Feed & Fuel Co. of Long Beach, is preparing to erect a large warehouse here. Members of the concern, H. L. Frantz, D. E., H. M. and E. M. Sheller, will move the business here from Long Beach.

Memphis, Tenn.—Sale of the realty holdings of the American Rice Mill & Feed Co. has been ordered by the Chancery Court. The property was held under 2 mortgages by the Citizens Savings Bank and Trust Co. of Paducah, Ky.

Bills prepared by the division of feed inspection have been introduced in both houses of the Minnesota legislature to reduce the inspection fee from 20c to 16c per ton. Should they pass the cost of the feed tags will be reduced 25%.

Minneapolis, Minn.—Fire caused a small loss in the feed grinding department of the Brooks Elevator Co.'s Martin elevator recently. Repairs are going forward rapidly and the damage is in no way interfering with its regular trade.

Buffalo, N. Y.—C. B. Seay, of the Consolidated Feed & Grain Co. will leave the management of the concern in the hands of Eliot W. Mitchell, on May 1, tho retaining his interest, and go to Miami to start a manufacturing plant for roofing and decorative tile.

Suffolk, Va.—Suffolk Milling Co. has been incorporated with capital stock ranging between \$5,000 and \$50,000, by A. B. Burden, pres., Aulander, N. C.; J. W. Simmons, Jr., sec'y and F. E. Simmons, Suffolk. It will engage in the milling and feed grinding business.

Chicago, Ill.—M. E. Dickson, for the past 2 years connected with the Fleischmann Yeast Co., of New York and formerly with Hales & Hunter Co., Chicago, handling sales promotion and advertising, has again become connected with the latter concern in sales promotion work.

Buffalo, N. Y.—The H-O Cereal Co. has finally been rendered a favorable decision in the suit it brought against a New York corporation which had held the trademark "Hofood" and used it on several cereal products. The H-O Co. contended this was an infringement on its trademark "H-O."

Jacksonville, Fla.—Large shipments of feed products are being received at this port. Recently the 18,000-ton Clara Camus docked with 10,000 tons of beet pulp to be used in manufacturing cattle feed. Two more such cargoes are expected and beans, soy bean meal and other feed products are coming in.

St. Joseph, Mo.—Geo. C. Clark, 45, mgr. of the Clark Milling Co., died following a prolonged illness on Mar. 26. He ran a mill at Wathena, Kan., up until about a year ago when he established the feed milling concern he headed at the time of his death.—N. K. Thomas, sec'y, St. Joseph Grain Exchange.

Chicago, Ill.—R. E. Page & Co. has been organized to conduct a jobbing business in mill feeds, oil meal, cotton seed meal, alfalfa meal, tankage and other feed products. Mr. Page was formerly connected with Frank T. Liddy Co., and previous to that spent many years in selling feeds thru Illinois, Indiana and Ohio territory.

Buffalo, N. Y.—Reconstruction of the warehouse of the General Milling Co. is being effected but the mill will not be rebuilt. The insurance loss on the plant in the Black Rock section that burned a short time ago has been adjusted. The wholesale jobbing and storage business will be enlarged to handle 25 more cars of sacked stocks.

Appleton, Wis.—Wisconsin Mineral Products Co. has been incorporated with capital stock of \$25,000 by Dr. O. N. Johnson, Ida H. Johnson, and G. J. Keller to manufacture and deal in animal minerals, feed, etc. A plant will be established in the near future.

Memphis, Tenn.—Charles S. Kenny, traffic manager and feed and grain buyer of the local branch of the Quaker Oats Co., has resigned, effective May 1, when he will become general manager of John Wade & Sons, feed manufacturers. He has been an active participant in the Merchants Exchange and the Memphis Grain & Hay Ass'n, serving in several offices of the latter, the last being pres.

Maumee, O.—The National Remedy Co. has been ordered by the Federal Trade Commission to cease and desist from directly or indirectly falsely representing the document used in negotiating sales of poultry feed and remedy, obtaining or attempting to obtain signatures of customers or prospective customers by misrepresenting contracts as orders, preventing signers from reading contracts thru trickery and falsely obtaining payments unfairly.

A reduction in inspection fees is proposed in bills introduced in both houses of the Minnesota Legislature, thru the efforts of the division of feed inspection. Passage will make official tags cost 16 cents per ton instead of 20 cents as at present. The bill is expected to become a law and we suggest millers and feed manufacturers confine their purchases of inspection tags in Minnesota to quantities just large enough to meet immediate needs.—A. P. Husband, sec'y Millers National Federation, Chicago.

Corcoran, Cal.—Complete new machinery has been installed in the new 2-story addition to the Corcoran Mill & Warehouse, for the manufacture of feedstuffs. The equipment includes 2 Monitor cleaners and a Fairbanks-Morse Automatic Bulk scale as well as a barley roll, a corn cracker, a large grinder, a batch mixer and 3 packers. Four screw conveyors and 14 elevators are used in handling the raw materials. Rolled and ground grains, chicken feed and mash, hog and stock feeds are produced.

A recently proposed amendment to the Wisconsin Feeding Stuffs Law would require the labels on feeds to show the percentage of "digestible nutrients." L. F. Brown, sec'y of American Feed Manufacturers Ass'n, and E. S. Wagner and A. A. Heon, of Milwaukee, representing the Millers National Federation, opposed the bill at a hearing before a Senate Com'te. Senator Smith, author of the bill, agreed to have its consideration "indefinitely postponed."—A. P. Husband, sec'y Millers National Federation, Chicago.

Exports of Feedstuffs.

Exports of feedstuffs during February, compared with February, 1924, and for the 8 months ending with February, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	February		8 mos. ending Feb.	
	1925	1924	1925	1924
Cotton seed cake, lbs.	50,741,665	14,665,418	455,182,740	147,810,655
Linseed cake, lbs.	63,741,335	45,239,927	442,722,135	303,627,587
Other oil cake, lbs.	1,363,024	53,984	6,045,384	455,894
Cotton seed meal, lbs.	25,816,117	864,000	272,587,137	32,047,786
Linseed meal, lbs.	2,390,248	1,215,854	15,802,804	6,175,559
Other oil cake meal, lbs.	2,194,279	2,250	21,889,943	3,339,057
Bran and middlings, tons	784	251	2,443	1,114
Screenings, lbs.	448,000	1,490,988	5,662,110	7,882,031
Other mill feeds, tons.	3,070	778	15,183	6,398
Prepared feeds not medicinal, lbs.	2,559,866	1,481,921	19,247,222	10,057,229

Chicago, Ill.—Illinois Sugar Jack Co. has been incorporated by G. E. Penland, J. A. Curtis and E. W. Stees to manufacture and deal in livestock and poultry feeds and grain.

Milwaukee, Wis.—Alteration and enlargement of the workhouse at the mill of the William C. Goodrich Co., (linseed oil crushing) will increase the capacity of the plant's storage from 140,000 to 190,000 bushels. Work will begin in the near future.

Chicago, Ill.—Donald B. Fraser, familiar figure among feed manufacturers and feed control officials, died recently. His first connection with the feed industry was with the North West Mills Co., Winona, Minn. Then he joined the Clover Leaf Milling Co., Buffalo, and later developed in the grain and brokerage houses in the east and Chicago.

Chicago Grade of Feed Barley.

Effective Apr. 15 the directors of the Chicago Board of Trade on the recommendation of the grain com'te, for the guidance of the sampling bureau, established the following grade of feed barley:

Feed barley shall test not less than 40 lbs. to the measured bushel; must contain not less than 70 per cent barley and may contain 8 per cent of seeds and chaff, 22 per cent of other grains, of which not more than 15 per cent may be wild oats; shall be cool, and may include barley with a strong ground smell, or a musty or bin smell.

Reduced Consumption Conserving Feed Grains.

Reduced consumption of feed grains is indicated by the stocks of these grains on farms. March 1, as reported by the United States Department of Agriculture. Economies in feeding together with a sharp reduction in the number of live stock on farms, have tended to adjust the consuming demand to the reduced grain supply occasioned by the short corn crop, but total stocks of feed grain available for the remainder of the year are still materially smaller than a year ago.

The supply of corn at the beginning of the crop year, Nov. 1, was approximately 590,000,000 bus. below that of the previous year, but during the four months ending March 1, according to the department's estimates, about 245,000,000 bus. of this deficiency had been made up through farm economies and the substitution of other grains.

With continued economy in the use of feed grains and a further reduction probable in this spring's pig crop, consuming demand apparently is being adjusted to the smaller supply. The length of the spring feeding season, however, will be an important factor as will also the probable increase in the barley production in the corn belt. Warmer weather will permit the increased substitution of oats for corn and the large supply of this grain will aid materially in supplementing the lighter stocks of corn.

Kansas Lowers Feed Tax.

Dissatisfaction is expressed with the reduction in the tax on feedstuffs made by the Kansas Legislature in the last hours of its session. C. V. Topping, sec'y Southwestern Millers League, declares it is only a substitute for the original measure, which would have reduced the tax on millfeed from 10c to 6c per ton and applying the same rates to corn chop and poultry feed.

The original bill passed the Senate but was defeated when referred to the House Com'te, due almost entirely to the strong opposition set up by the corn chop and poultry feed manufacturers. As a result the Senate proposed an amendment reducing the tax to 8c per ton, the state furnishing all tags and placing poultry feed on the same basis. Corn chops were exempted and the measure was enacted.

The manufacturer had to furnish his own tags under the old law. With the state furnishing the tags he can print his label on the reverse side and save about 2c per ton. This brings the total to almost what was asked in the original bill, but the manufacturers believe corn chops should also be taxed and a new bill is expected to be pushed in the next legislature to gain this point.

Sec'y Mohler of the Kansas State Board of Agriculture will arrange to issue the tags under the revised law.

New Feed Trade Marks.

Peoria, Ill.—The American Milling Co. has filed trade mark No. 201,827 for dairy, horse, hog and poultry feeds. It consists of the word "Universal" in black, capital letters.

Milwaukee, Wis.—Ladish-Stoppenbach Co. has filed trademark No. 204,176 for dairy feed. It consists of a representation of the head and neck of a cow, bordered by a circle bearing the words "Honor Dairy Feed."

Chicago, Ill.—"OM" in large black letters bearing "Minraliz" in an interspace across them, has been filed by Fred W. Simpson for ground-linseed-oil-meal cake to be used as stock feed. The trademark is No. 208,164.

Binghamton, N. Y.—A black horizontal diamond bearing the letters "E-G-E-C-O," in white, has been filed as trade mark No. 207,000 for dairy, stock and poultry feeds, by the Empire Grain & Elevator Co. "E-GEE," in fancy letters has been filed as trade mark No. 207,002 by the same concern for similar products.

Massachusetts Dealers Meet.

Credits and credit policies was the outstanding problem discussed by the Massachusetts Retail Grain Dealers Ass'n at its last quarterly meeting conducted in the Hotel Bancroft, Worcester, Mass., on Mar. 18.

J. G. Thomas, Attica, N. Y., discussed a cash and credit system of handling the retail feed business, saying in part:

The man who pays cash and makes his own deliveries should not be compelled to pay for the dead-beat buyer who demands long-time credit and expensive service. He should be given appreciable discounts so that it is worth his while to pay cash.

The system has been tried out and proven to be practical right here in Massachusetts, where conditions are peculiarly trying. Dairy men all over the state have been making milk on expensive farms at high production cost, and attempting to compete with cheaper producing sections. Some of the feeders have turned to co-operative buying in an effort to equalize cost, but this has effected no great saving and cannot serve the man without ready cash.

Most farmers in the Connecticut valley raise a few acres of tobacco for a cash crop. This has not served so well since the organization of the Co-operative Tobacco Ass'n which tied up most of the farmers' money. The load is still on the feed dealer's back, since the farmer's regular income from his livestock is needed in paying pressing obligations, labor, living expenses, etc.

Sumner Parker, director of county agents, of the Massachusetts Agricultural college, expressed as his personal opinion that a strictly cash basis would be beneficial to the Massachusetts farmers; and briefly described the Co-operative Dairy council, of which he is sec'y.

A. I. Merrigold, Roslindale, chairman of the Public Institutions Com'te appointed by Pres. Morse when criticism of the Massachusetts State Purchasing Department was received, reported that a call on Colonel Whipple, state purchasing agent, had resulted in obliteration of a number of difficulties.

Copies of "The Grain Business on a Percentage Basis," by C. W. McGuire, were distributed thru the courtesy of the Greater Boston Grain Dealers Ass'n.

Several new members were accepted, bringing the total of the organization up to 100.

Adjourned *sine die*.

Ottawa, Ont.—Under dry conditions Garnet wheat has been known to yield twice the quantity as compared with Marquis. Its capabilities of high production in seasons of drouth, and to ripen earlier than Marquis, even in wet weather, thereby escaping the possibilities of rust and frost are valuable factors in its favor. Possibly it may replace the Marquis variety in the near future. Experiments are still being conducted with Garnet to establish its value.—L. N. Newman, Dominion cerealist, experimental farms, before the agriculture com'te of the House of Commons.

Adulterations and Misbranding.

Hayes Grain Co., Little Rock, Ark., shipped 500 sacks of cottonseed meal to Buffalo, N. Y., which the U. S. attorney for the Western District of New York alleged was misbranded, in a libel filed on June 24, 1924. Tags on the product guaranteed it to contain 43% protein. The article was deficient in protein and on Aug. 19, 1924, no claimant having appeared, judgment of condemnation and forfeiture was entered and the product ordered sold by the United States marshal.

Ruedy Products Co., Denver, Colo., shipped 360 sacks of feed tankage to Goodland, Kan., which the U. S. attorney for the District of Kansas alleged were misbranded, in a libel praying seizure and condemnation. The containers were labeled to contain 100 pounds net weight, whereas in truth they contained materially less. Ruedy Products Co. appeared as claimant and the product was released upon its paying costs, executing a bond for \$500 and agreeing to rebrand the packages correctly.

Planters Oil Co. shipped from Albany, Ga., to Hartford and Dothan, Ala., 740 sacks of cottonseed meal which were alleged to be adulterated by the U. S. attorney for the Middle District of Alabama, in separate libels filed on Apr. 17 and Apr. 24, 1924, respectively. Labels on the article declared it contained 36% protein, 7% ammonia. A substance low in ammonia had been mixed with the product. Seizure of 35 sacks of the article brought no claimant. The court entered judgment and ordered it sold by the U. S. marshal.

Spencer Kellogg & Sons, Superior, Wis., shipped consignments of linseed meal from Wisconsin into Illinois and Maryland, which were labeled in part "Old Process Linseed Meal * * * Ingredients Flax Seed Products." Examination showed the product to contain 25% to 30% screenings. Adulteration was alleged in an information filed by the U. S. attorney for the Western District of Wisconsin. The case came for final decision on Nov. 10, 1924, the court directing the defendant in default and assessing a fine of \$100 and costs.

Spencer Kellogg & Sons, Superior, Wis., shipped 2 consignments of linseed meal into the state of Michigan on or about Sept. 12 and 13, 1917, respectively, which the U. S. attorney for the Western District of Wisconsin, in an information filed May 20, 1919, alleged were misbranded. Statements on the sacks declared the contents contained 30% protein. Samples showed 26.86% and 27.39%, respectively. The case came for final decision on Nov. 10, 1924, the court directing the defendant in default and assessing a fine of \$50 and costs.

Eastern Cotton Oil Co. shipped 150 sacks of cottonseed meal from Elizabeth City, N. C., to Hurlock, Md., which was alleged by the U. S. attorney for the District of Maryland to be adulterated and misbranded. Labels attached to the sacks guaranteed 43% protein, 8.37% ammonia, and not more than 10% crude fibre. In truth the article contained less protein and ammonia and more crude fibre than stated. The product was released to the defendant upon payment of costs and execution of an \$800 bond, on condition that it be relabeled.

Keister Milling Co., Huntington, W. Va., shipped various consignments of middlings and a quantity of dairy feed into the state of Kentucky, which were alleged to be adulterated and misbranded in an information filed by the U. S. attorney for the Southern District of West Virginia. They were invoiced as "white middlings" and "dairy feed." Samples from each shipment of middlings showed the article to contain rye middlings, rice bran, and rice hulls. The dairy feed contained a quantity of rice bran. A plea of guilty was entered on behalf of the defendant on Sept. 27, 1924, and a fine of \$100 imposed.

Gwinn Bros. & Co., Huntington, W. Va., shipped quantities of wheat middlings into the state of Kentucky which were alleged by the U. S. attorney for the Southern District of West Virginia to have been adulterated and misbranded. Tags on the containers called for "Wheat Middlings & Screenings" with a guaranteed analysis of 16% protein. Analysis showed samples of the article contained only 13.8% and 14.5% of protein, respectively. A product composed of corn bran had been mixed with the wheat middlings and ground wheat screenings and contained less than the guaranteed amount of protein. A plea of guilty was entered on behalf of the defendant on Sept. 29, 1924, and a fine of \$100 imposed.

Akron Feed & Milling Co., Akron, O., shipped 2 consignments of stock feed from the state of Ohio into the state of Pennsylvania, which the U. S. attorney for the Northern District of Ohio alleged were misbranded in an information filed on Jan. 18, 1924. The shipments were made on or about Feb. 16 and Mar. 16, 1923, respectively. Labels on the Feb. 16 shipment declared it contained 8% protein. Analysis of a sample showed it contained only 7.38%. Labels on the Mar. 16 shipment called for 8½-10% crude protein, 4% fat, 10% crude fibre. In truth it contained 7.88% protein, 3.34% crude fat and 11.09% crude fibre. A plea of nolo contendere was entered on behalf of the defendants on Sept. 8, 1924, and a fine of \$200 was imposed.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Lonoke, Ark.—The Lonoke Grain Co. just moved in to its newly acquired building taken over from Bell & Hanston.

Fort Smith, Ark.—Fire in the plant of the Western Grain Co., Mar. 23, was caused from friction of a large pulley. The damage was mostly done by water to the machinery.

CALIFORNIA

Corcoran, Cal.—A new plant and warehouse is under construction for Cutler Bros. Grinding machinery has been installed.

San Francisco, Cal.—Other than California barley cannot be delivered on contract here if the proposed action of the San Francisco Grain Exchange becomes a fast and tried rule. The Portland Merchants Exchange has already gone on record against the move, maintaining that Oregon, Washington and Idaho barley favorably compares with anything raised in California.

Oakland-Alameda, Cal.—Some \$884,000 will be spent by the government for the dredging of the inner harbor in accordance with an improvement program undertaken by the local county board of supervisors. The development of the harbor will permit ocean-going vessels to enter and the excavation will allow for future terminal facilities, the dredging to be extended past the elvtrs. of the Western Mlg. Co. The two cities mentioned will be connected by tube so as not to hinder the movement of ocean crafts by the present bridge that spans the harbor and joins the localities, and also to convenience intercity traffic.

CANADA

Regina, Sask.—An office has been opened here by the Stevens Grain Co. of Winnipeg.

Montreal, Que.—The Montreal Mlg. & Grain Co., Ltd., has been incorporated for \$20,000.

Meota, Sask.—The new mill just opened for operation here is the property of P. N. Anderson.

Lawson, Sask.—Fire entirely destroyed the office and engine room of the State Elvtr. Co. recently.

Collingwood, Ont.—The E. R. Bacon elvtr. is to be doubled in capacity and improvements made thruout.

Calgary, Alta.—The Stevens Grain Co. of Winnipeg, has opened an office here in charge of W. E. Bray.

Streetsville, Ont.—The properties of the Toronto Mlg. Co., Ltd., will be sold under mortgage in Toronto on Apr. 30.

Moosomin, Sask.—I am now mgr. for the Northland Mlg. Co. Elvtr. I was formerly at Tompkins, Sask.—C. D. Pals.

Benheim, Ont.—The Benheim Grain Stock Co. has purchased the flour mill formerly operated by the Kent Farmers Produce Co.

Moose Jaw, Sask.—Fire originating in the elvtr. leg did slight damage Mar. 11 to the mill of the International Milling Co., known locally as the Robin Hood Mills.

Camrose, Alta.—Insurance covers the fire loss suffered by the United Grain Growers, Ltd., Local 142 here, when their elvtr. and a quantity of grain and flour were burned; loss, \$14,000.

Toronto, Ont.—The recent Don River flood did great damage to many properties within the river's flood area. The Diadem Flour Co. suffered at least \$5,000 loss.

Leominster, Man.—Fire gutted a large grain warehouse owned by Bowen & Fuller. The loss, which included a considerable quantity of grain, is placed at \$20,000.

Vancouver, B. C.—E. C. McLean, mgr. of the Globe Grain Co.'s offices here before same were closed Jan. 31, has just been given charge of the branch opened here in February by the Stevens Grain Co. of Winnipeg.

Marcelin, Sask.—Harold Mann, formerly buyer for the Saskatchewan Co-op. Elvtr. Co., Ltd., at Merrivale, Sask., is still with the same concern, tho located here. The elvtr. at the former point has been taken over by the pool.

Winnipeg, Man.—The local legislature has approved the \$1,000,000 Wheat Pool Elvtrs., Ltd., a subsidiary of the Manitoba Wheat Pool, formed to build 20,000 grain elevators in the province and large terminals at the head of the lakes and Vancouver.

Windmill Point (Montreal p. o.), Que.—The damage to the Montreal Harbor Commission's terminal here, caused by an explosion last fall, has been repaired at intervals thruout the winter. All the machinery is now repaired and the corrugated sides are replaced.

Prince Rupert, B. C.—There is nothing of a definite nature to say regarding the project of a second elvtr. at this point at present.—M. P. McCaffery, Albert & McCaffery, Ltd. (The rumor that Mr. McCaffery would add a privately owned terminal here was prevalent last month.)

Calgary, Alta.—It is reported that Spillers' interests may soon commence construction work on the completion of the 8,000 bbl. Alberta Flour Mills, Ltd., taken over by the former and reported in the Nov. 25 number of the Journal, and an addition thereto is also rumored.

Regina, Sask.—The Saskatchewan Pool Elvtrs., Ltd., has asked for bids on 30 modern country grain elvtrs. of about 32,000 bus. capacity each, bids to be in at the head office here May 1. Plans and specifications, together with list of stations at which elvtrs. are to be located can be secured on application. All elvtrs. must be completed by Aug. 15 of this year. Tenders may be submitted for units of 5 or more elvtrs.

New Westminster, B. C.—Rumor that the Canadian National Ry. will construct a line and erect elvtrs. in this city has gained credence, contrary to previous advices as have appeared in the last and the Feb. 25 numbers of the Journal, giving the prospective terminal operators relief from Vancouver's taxation. The site for the first unit of a grain elvtr. to be built this spring has been leased by a syndicate of local business men headed by G. G. Fowler.

Regina, Sask.—The Saskatchewan Wheat Pool has undertaken a program creating "the greatest and most powerful producers' economic organization in the world." . . . "Complete unity" with the Saskatchewan Co-op. Elvtr. Co., operating 435 elvtrs., and the Union Grain Growers, operating 65 elvtrs., have been prearranged. This policy is understood to apply to the erection of grain elvtrs. thruout the province, as was announced in the Journal Feb. 25 number and before.

Owen Sound, Ont.—The contract for the 1,000,000 bu. elvtr. for the Great Lakes Elvtr. Co. has been awarded Barnett McQueen Co., Ltd. The cost, \$450,000, was appropriated by the citizens here the first of this year. Upon completion the terminal house will be sold to private interests, to be paid for in 20 annual installments.

COLORADO

Denver, Colo.—A movement is on to repeal the co-operative marketing act by many of the co-operative organizations in this state because of the disappointing losses to the growers.

Pueblo, Colo.—A large alfalfa mill and storage elvtr. on the Broadacre Farm & Livestock Co.'s ranch 15 miles east of here was razed to the ground Mar. 22 in the early morning. A considerable amount of grain and alfalfa meal was stored in the elvtr., swelling the property damage to \$75,000. Other cribs and granaries near the mill were endangered and some of them destroyed. This is the second fire within a week, incendiarism is suspected.

Denver, Colo.—Mrs. J. K. Mullen, wife of the president of the Colorado Milling & Elvtr. Co., passed away March 23 and was buried Mar. 26 from the Immaculate Conception Cathedral. All grain firms, the grain exchange, the company's plants thruout the countryside and scores of other mills thruout the state and country closed in sympathetic respect of Mr. Mullen's loss. The funeral was the largest ever held in this city, even the befriended poor and needy attending in silent reverence.

Denver, Colo.—A bill regulating the purchase and sale of agricultural products thruout the state has been introduced in the legislature here. Farmers and producers are the only ones escaping the \$50 annual tax assessed those dealing in farm produce, including agricultural, dairy, poultry, vegetable, and gardening products, or any phase of the market thereof. Reports are also required thrice a month or as often as requested by the office of the Director of Markets, a political graft to be endowed with the power of issuing and revoking licenses at will, as to the prices paid and the quantity bought. Prices must also be posted and the amount acceptable at such figures. Further, an annual or seasonal report detailing the geographical sources of purchases, amount bought, amount still possessed, amount sold raw, amount processed, conditioned or manufactured, etc., must also be submitted. All arbitration is to be arranged by the director mentioned and all complaints must be adjusted by the same individual, if the present bill becomes enacted as a law.

ILLINOIS

Willow Hill, Ill.—There hasn't been an elvtr. here since 1911.—X.

Wing, Ill.—The Farmers Elvtr. Co. is without a mgr., L. R. Tinker having resigned.

Enfield, Ill.—Mail addressed to Ed. C. Robinson has been returned marked "Deceased."

Oneida, Ill.—Machinery is being installed in the new \$9,000 feed mill of the Oneida Farmers Co-op. Co.

Plainfield, Ill.—A Munson Feed Grinder has just been installed by the Plainfield Grain Co. in its 100,000-bu. house here.

Crete, Ill.—The Crete Grain Co.'s elvtr. was damaged by fire to the extent of \$10,000 on Mar. 28. Wm. Werner is the owner.

Sidell, Ill.—The stockholders of the Sidell Farmers Elvtr. Co. will hold another meeting to determine the future financial policy.

Murphysboro, Ill.—Work is well under way on the rebuilding of the boiler and engine room of the Southern Illinois Mill & Elvtr. Co.

Grand Ridge, Ill.—Three truck dumps will be installed in the 3 elvtrs. owned and operated here by the Grand Ridge Co-op. Grain Supply Co.

New Canton, Ill.—Do not know whether we will build this season or not. Expect to install a sheller next fall.—Fred L. Rose, Heidloff & Rose.

Humrick (Ridge Farm p. o.), Ill.—The Humrick elvtr. at West Humrick burned Apr. 7 at a loss of \$20,000. Harry Brock Jones is the proprietor.

Havana, Ill.—Contract has been let for a concrete elvtr. to be built for the Havana Co-op. Grain Co. Work will commence at once.—Richard Steging.

Carthage, Ill.—I am now mgr. of the James McCarty Co. Mr. McCarty's death was reported by your Journal in the Feb. 10 number.—John E. McCarty.

Newark, Ill.—The Armour lumber yard has been acquired by the Newark Farmers Grain Co. A 5-tube radio set brings in the markets for mgr. Mervin Anderson.

Fiatt, Ill.—V. C. Brown, who resigned as mgr. of the Farmers Co-op. Elvtr. Co. here last January, has gone to Colusa, Ill. I am now in charge of the place.—S. A. Mosher.

Clifton, Ill.—We have installed an automatic conveyor for unloading coal, sand and stone. We can handle 40 tons of the same in 90 minutes.—Harold R. Meents, mgr., R. R. Meents & Sons.

Media, Ill.—Purchased the property of the Media Farmers Grain Co. and take possession May 1. Will operate under the name of H. O. White & Son.—H. O. White, mgr., Media Farmers Grain Co.

De Soto, Ill.—The elvtr. and mill of the De Soto Roller mill, the property of H. C. Zacher, was totally destroyed in the tornado that struck and devastated southern Illinois last month. Mr. Zacher lost other mill property at DuQuoin, Ill., previous to this loss. He just became established at Pickneyville, as was reported in the last number of the Journal.

Steward, Ill.—Lloyd Shearer, one of the former owners of the Shearer & Son elvtrs. just purchased by myself as reported in the last number of the Journal, has quit the grain business and will enter the creamery business. The two elvtrs. will be operated under the name of The R. F. Nelson Grain Co. and will be under the management of J. McNally, for the present.—R. F. Nelson, Tampico.

Ransom, Ill.—A verdict of "not guilty" was returned in a suit started by a land-owner near here against the Farmers Elvtr. Co. He sought to recover approximately \$400 which he claimed the company paid one of his tenants for corn delivered after notice had been served on the company by the land-owner stating that the tenant owed farm rental. The elvtr. claimed it purchased the grain from a relative of the tenant.

CHICAGO NOTES.

Memberships in the Chicago Board of Trade sold this past week at \$8,825 net to buyer.

The total assets of the "New Building Fund," as of Mar. 17, amounted to \$153,598.61.

Joseph Simons will become a partner of Faroll Bros. May 1. He is a former vice president of the Chicago Board of Trade.

Kent Shaffer, son of John C. Shaffer of the Shaffer Grain Co. and Shaffer & Stream, died at his home in Los Angeles, Calif., from a severe bronchial cold.

Stein, Alstrin & Co. have leased space in the new Hotel Sherman building, possession to be obtained the latter half of May. The lease requires the company to maintain window displays in this branch.

Samuel P. Arnot, formerly executive vice-president of the Chicago Board of Trade, became associated with our firm in charge of our grain and cotton departments on April 1.—Clement, Curtis & Co. (Mr. Arnot is also floor mgr. on the board succeeding Tom O'Brien, now residing in California.)

John C. Husted has become associated with Bartlett Frazier Co. He formerly wrote the market letter for C. A. King & Co. and was vice-pres. of the Toledo Produce Exchange.

Charles M. Armstrong, forty years a member of the Chicago Board of Trade, died at his home in Pasadena, Cal., April 1, at the age of 75 years. He was the founder of the railway mail service.

Thomas Halligan died recently of pneumonia. He was at one time chief deputy state grain inspector, and had been an inspector and sampler over 50 years, having been over 80 years of age at the time of his death. He entered the employ of the Chicago Board of Trade in 1920, and was very active for a man of his age. He could be depended upon to detect all the different varieties of wheat in any mixture. His death is regretted by the trade.

The memberships of the following former members of the Chicago Board of Trade have been transferred: Martin Lindsay; Est. Geo. Brenner, Jr.; Chas. E. Gifford; Albert L. Wayne; Willard B. Cook; John C. Husted; Nathan J. Miller; Arthur Meeker; Est. Fred'k C. Hollinger; Cloyd Loughry; Samuel J. McCaul; Fred'k R. Mitchell, Est.; Est. Henry R. Whiteside; and Est. Julius Fleischmann. Those admitted to membership include Franklin J. Mallory, Andrew R. Marquis, James Martin Welch, Glenn Everett Jacobs, John J. Fleming, Clifford Colloden, Raymond W. Baxter, James J. Godfrey, Samuel Hazelhurst, John H. Crilly, Wm. M. Johnston, Walter A. Mooney, Jean H. Kempner, Wm. N. Paris, Timothy P. Brosnan, Wm. E. Richmond, John A. Eckert, Ludwig Eisemann, Edw. Stradella of Milan, Italy, Gerald P. Taylor and Clarence Mears. Applications for membership have been posted for Jas. V. Rank, Robt. C. Bacon, Julius Rosenfeld, Geo. S. Hutchison, and Jno. H. Wilkins. Applications for transfer of membership have been posted by Est. Edw. R. Bacon, W. A. Dunphy, Arthur S. Dumont, Harold A. Abbott, Frank B. Gallagher and Eric A. Peterson. Announcement was made of the entrance into the grain business of Martin & Detchon, as of Mar. 1.

SPRINGFIELD LETTER.

The Peerless Mill & Elvtr. Co. has increased its capital stock from \$100,000 to \$200,000.

The Soderstrom-Weber anti-injunction bill opens the way to a reign of force instead of law and should be defeated in the interest of business men generally.

A needed protest against legislation increasing taxes has been made by the Illinois Manufacturers Ass'n in a bulletin entitled "Have we a Billion-Dollar Legislature?" Of the 659 bills so far introduced 119 are measures that will greatly increase taxes.

Senator Kessinger of Aurora has introduced a bill in the present general assembly providing that all sales of grain futures be taxed at the rate of one-eighth of a cent per bu. on wheat, corn, oats, rye, barley, flax and sorghums, for school purposes, the seller bearing the burden. Everyone dealing in future contracts of sales must register with the Director of Agriculture, if the bill becomes a law.

Senator Haenisch has introduced a bill to establish a license fee of \$6,000 a year for every place of business where prizes, premiums and other trade inducements are offered. Grain dealers who start the movement of a new crop of grain by offering a prize for the largest load received on a certain day, or for the best quality of grain received on a certain day, would be glad if this law makers attempt to interfere with their method of conducting their own business would be checked. The average law-maker has so many halos crowding his forehead he has little time to give to the serious consideration of every day practical business, but doubts not that all should be rigidly regulated in order to bring them up to the moral standards of self-respecting law-makers.

INDIANA

Orangeville, Ind.—S. M. Mattox of Salem has come into possession of the mill here.

Francisville, Ind.—A new cleaner is to be installed in the plant of the Co-op. Elvtr. Co. here.

Griffin, Ind.—C. H. Garrett, owner of the tornado wrecked Griffin Elevator, indicates that the plant will be rebuilt.

West Union, Ind.—We have reached no decision regarding rebuilding as yet.—L. J. Linebarger, Linebarger Elvtr. Co.

San Pierre, Ind.—The elvtr. of the San Pierre Farmers Grain & Supply Co. is to be reroofed with asbestos shingles.

Winamac, Ind.—New feed grinder equipment is being installed by the Winamac Co-op. Elvtr. Co. to be operated by a 50-h.p. motor.

Raub, Ind.—O. E. Powell and Daniel Waymire of Rensselaer have of late obtained possession of the Benton County Grain Co.'s elvtr.

Darlington, Ind.—Albert Cox was seriously injured recently when struck by a machine. The 76-year old grain dealer is expected to recover.

Remington, Ind.—Lee Carl is now active mgr. of the Farmers Co-op. Co. M. C. Coover was mgr. of affairs of the company for the past 14 years.

Frankfort, Ind.—On March 31, the Sims Milling Co. sustained a small loss from fire which was caused by a hot bearing or foreign matter in the rolls.

Markleville, Ind.—Improvements are being made at the Markleville Elvtr. Co.'s grain elvtr. in the way of installing new machinery and wiring for electricity.

Clifford, Ind.—John Holder has purchased the elvtr. owned by the Farmers Co-op. Elvtr. Co., taking possession Apr. 1. The consideration is understood to have been \$7,000.

Fort Wayne, Ind.—Plans for the construction of an electric transmission line between here and Warsaw were announced Apr. 1 by the Indiana Service Corp. The line will connect with Winona.

Edinburg, Ind.—A 180 ft. chain drag for conveying corn to a distant crib has been installed by L. J. McMillin for Martin Cutsinger in his elvtr. at this point. Some other equipment was also installed.

Lebanon, Ind.—Stanley Jones will run the Thos. A. Grant Elvtr., now in trustee's hands. Mr. Jones was owner of a half interest in the Shirley & Jones elvtrs. three years previous to his retirement therefrom in 1919.

Lake Bruce (Kewanna p. o.), Ind.—Fire destroyed the Jordan & Baird elvtr. Mar. 28 at a loss of \$15,000; partially insured. 500 bus. of oats and large quantities of feeds and fertilizers were destroyed. The plant will be rebuilt.

Indianapolis, Ind.—Grain dealers thruout the state will be interested in the active road-building campaign being carried on by the State Highway Commissioners. Contracts for construction amounting close to \$1,500,000 have been let.

Shelbyville, Ind.—The Wm. C. Meloy and A. J. Thurston grain elvtr. is to be torn down because of the fire risk to adjacent structures. The Eberhart Grain Co. has been using an adjoining room as a seed warehouse, which will be remodeled.

IOWA

Center Point, Ia.—A new roof will be put on the elvtr. of L. J. Dennis.

Melbourne, Ia.—A new roof will be put on the elvtr. by the Melbourne Lbr. Co.

Morse, Ia.—A new elvtr. will be built this year by the Morse Lbr. & Grain Co.

McIntire, Ia.—The Cargill Elvtr. Co.'s elvtr. caught on fire twice on the day of Mar. 28.

Nemaha, Ia.—A new dump and scales will be installed by the Nemaha Farmers Elvtr. Co.

Royal Center, Ia.—Bert Williams is temporarily managing the elvtr. of the Farmers Elvtr. Co.

West Chester, Ia.—H. W. Luers is contemplating covering his elvtr. with galvanized sheet iron.

Williamsburg, Ia.—Harris & Son are considering the installation of a corn cracker for poultry feeds.

Clearfield, Ia.—The Farmers Elvtr. Co. is now in the hands of the receiver.—S. H. Fosmire, receiver.

Moulton, Ia.—The R. B. Carson elvtr. will be dismantled soon. (Grain is not shipped out of this station.)

Industry (Ft. Dodge p. o.), Ia.—The installation of a truck dump is being considered by the Industry Elvtr. Co.

Ladora, Ia.—The sec'y of the Ladora Lbr. & Grain Co., Miss Grace Graff, has resigned after 12 years of service.

St. Ansgar, Ia.—The Lumber & Grain Co. has re-organized and \$35,000 worth of stock in the new company offered.

Sioux City, Ia.—We have closed this office temporarily.—S. J. McCaull, sec'y, McCaull-Dinsmore Co., Minneapolis, Minn.

Fairfax, Ia.—Mail addressed to the manager of Hatch & Brookman here has been returned marked "Out of Business."

Burnside, Ia.—Will not decide on building a new corn crib this year until there is some prospects of a crop.—F. E. Norstrum.

Allerton, Ia.—The Allerton Grain & Coal Co. has wound up its business, disposed of its assets and stands dissolved as of Mar. 16.

Faulkner, Ia.—Albert Hurd has resigned as mgr. of the Farmers Co-op. Elvtr. Co., where he has been employed for the past two years.

Reasnor (Newton p. o.), Ia.—Lightning rods will be put on the elvtr. of the Denniston & Partridge Co. as soon as a new roof is added.

Orchard, Ia.—Our elvtr. is out of plumb and will require leveling. Also contemplate installing new scales.—Farmers Elvtr. & Supply Co.

Center Point, Ia.—L. J. Dennis, elvtr. operator here, bought the elvtr. of the defunct Farmers Co-op. Grain Co. It is not in operation.—X.

Missouri Valley, Ia.—J. J. Zerb of Omaha is now mgr. of the Updike Grain Co.'s elvtr., succeeding W. A. Fuller, resigned, mgr. for the past 2½ yrs.

Boone, Ia.—The grain commission offices of the Beach-Wickham Grain and R. C. Start Companies opened here Apr. 6, having been moved from Perry.

Geneva, Ia.—Albert Miles Soper, grain dealer and elvtr. operator here in the '80's, passed away suddenly from heart disease at Lynn, Mass, Mar. 14.

Alvord, Ia.—The Atlas elvtr. here has been leased by John and C. M. Hayes and now is under operation as Hayes Elvtr. Co. The latter was mgr. of the Farmers Elvtr. Co. here for 16 yrs. and the senior member and father has been connected with the grain trade for over a quarter of a century.

Lake View, Ia.—If the proposals received for the assets of the Farmers Union Grain Co. are not satisfactory, it is thought a new company will be organized.

Dennison, Ia.—A receiver has been asked for the Farmers Union Exchange by two of the stockholders. The exchange was incorporated in the fall of 1919 for \$50,000.

Everly, Ia.—John Heuck is in charge of the Everly Grain Co.'s elvtr. during the forced absence of F. F. Ruge, the mgr., on account of his brother's illness in Minneapolis.

Auburn, Ia.—We will operate the elvtr. just purchased from the Farmers Elvtr. Co. as Wemmott Bros. Grain Co. Geo. N. Wemmott will be the mgr.—Wemmott Bros. Grain Co.

Swea City, Ia.—In addition to the improvements being made on the Farmers Co-op. Elvtr. Co.'s plant, as reported in the Mar. 10th number of the Journal, a new leg is being completed.

Albion, Ia.—The stockholders of the Farmers Co-op. Elvtr. Co. have voted to refinance the corporation. The sale of \$20,000 worth of preferred stock is to furnish the necessary capital.

Hamburg, Ia.—A new elvtr. will be built for Good Bros. Seed & Grain Co. this spring. They operate houses at four stations at present, having lost a fifth house, at Payne, by fire in February.

Webb, Ia.—I. J. Nielson of Newell, who recently purchased the DeWolf Grain Co.'s elvtr., will take possession on July 1. The business will be managed by his son, who will move there shortly.

Humboldt, Ia.—C. A. Jenks has resigned as mgr. of the Farmers Co-op. Ass'n's elvtr. and is to be succeeded by Geo. Beel. A new feed grinding attrition mill has just been added to the company's equipment.

Leslie, Ia.—We will not rebuild our burned elvtr. here this year.—W. B. Curnes, Curnes Grain Co. (The fire occurred last October and direct communications at that time indicated that the elvtr. would be rebuilt.)

Garden City, Ia.—Ole Tungland has just replaced Jewell Bockwitz as mgr. of the Garden City Farmers Elvtr. Co. The latter held this position for the past six years, but has left to accept a connection with the Lamson Bros. branch at Des Moines.

Paton, Ia.—Burglars pried open a window at the elvtr. office of the Clark Brown Grain Co., Mar. 31, worked the combination, hammered open the interior lock boxes, overlooked checks and notes and other valuables therein, and left without anything profitable to themselves; there was no money in the vault.

Lewis, Ia.—Immediate possession of the elvtr. of the Farmers Union Exchange property, owned by F. L. McComb, was given the recent purchasers, J. C. and Lester Kennedy. The latter will repair and remodel the house. J. C. Kennedy was pres.-mgr. of the elvtr. when operated as the Farmers Union Exchange.

Estherville, Ia.—B. B. Anderson had his hand badly bruised when one of his gloves got caught in the cleaning machinery, drawing his hand in with it. He called his sons in the office across the street and they immediately shut the power off. Had the chain moved a very little more it would have crushed and severed his hand.

Des Moines, Ia.—Senator Snook's bill, S. F. 203, for a threshers' lien law, has passed the senate, but has fallen into the hands of the sifting com'te of the house, and will undoubtedly remain there, as only appropriation bills are now being considered. The lien would not apply against innocent purchasers of the grain unless filed with the county recorder within 60 days after threshing. Farmers would not like the clause providing fine and imprisonment for selling grain without the consent of the thresherman.

Council Bluffs, Ia.—The R. M. Van Ness Const. Co. has the contract for the reconstruction of the Rock Island Elvtr. head-house. The contract calls for the installation of special grain handling machinery, extra elvtr. legs, general overhauling of the entire building, and the installation of a sprinkler system; the total cost of the improvements to be about \$60,000.

Hartley, Ia.—R. J. Boles was quite seriously injured Mar. 31 while loading some grain at the elvtr. A passing passenger train frightened the team and in attempting to grab them he was caught between the wall and the wagon and thrown under the wheel of the wagon. While he was quite badly bruised and severely cut around the head, he jumped into the wagon and succeeded in stopping the runaway team.

Jolley, Ia.—Lewis Patrick is in a serious condition as the result of a fifty-foot fall down the shaft of the Jolley Elvtr. on March 25. Mr. Patrick was going up on the manlift, but when the lift had reached a height of 50 feet the cable broke. Mr. Patrick sustained a crushed vertebrae in his back and from the knee down his right leg and foot were badly crushed. He was assisting in making some repairs.

Waterloo, Ia.—Wrecking of the 45-year-old elvtr. of the Waterloo Mills Co. is to commence Apr. 10. The 60,000-bu. elvtr., which formerly housed the offices of the Waterloo and Cedar Falls Union Mill Co., has been utilized entirely for storage of grain since the Waterloo Mills Co. took over the business of the Union Mills Co. After operating flour mills here and at Cedar Falls for more than 60 years, the company ceased active operations a year ago and is now liquidating its assets. Following the closing of the flour mills, the Cedar Falls Mills Co. was incorporated for \$50,000 by John Lemmer to take over a part of the feed grinding and storing business of the Union Mill, known locally as the East Side Mill, as was reported in the Jan. 25 number of the Journal.

KANSAS

Whitewater, Kan.—Paul Ross retires as mayor here. He operates the Whitewater Flour Mills Co.

Harper, Kan.—The damage to the Harper Milling Co.'s mill, caused by the recent tornado, was slight.

Protection, Kan.—D. W. Brite now owns and operates the elvtr. of the Southwest Grain Co., of which he formerly was mgr.

Baileyville, Kan.—I have sold out my grain business at this point and am out of it entirely.—E. N. Bailey, Moberge, S. D.

Bazine, Kan.—Work on the 12,000-bu. iron clad elvtr. for Geo. S. Stullken is well under way. John J. Borton is doing the work.

Severance, Kan.—L. A. Moore, my predecessor here as mgr. of the A. J. Elvtr. Co., has moved to Webster City, Ia.—H. F. Riffer.

Galatia, Kan.—Carl Lebsack bot the elvtr. of the Lebsack Grain Co. for \$5,000. He is mgr. of the Farmers Co-op. Elvtr. Co. here.

Paxico, Kan.—The J. H. Dougan & Son elvtr., which recently burned, as reported in the Feb. 10 number of the Journal, will be rebuilt.

Wellington, Kan.—The Wellington Mfg. & Elvtr. has let contract for the remodeling of its plant; new equipment will be installed thruout.

Valley Center, Kan.—Slight damage to the office of the Valley Center Farmers Co-op. Merc. & Elvtr. Co. was caused by a recent tornado.

Great Bend, Kan.—Nick Smith, vice-pres. and superintendent of the Walnut Creek Mfg. Co. here, which firm operates a line of elvtrs., has retired, having disposed of his stock interest therein to the Brinkman family. Mr. Smith has been in the service of the firm for over 40 years.

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Turon, Kan.—The Raines Grain Co. has just leased the elvtr. of the Farmers Elvtr. Co. for a period of two years. The former now operates two houses here.

Isabel, Kan.—The Farmers Co-op. Equity Co. will install the machinery used in the elvtr. wrecked, in the new house.—J. A. Cavin, mgr., Sawyer Equity Exchange.

Winfield, Kan.—A terrible windstorm struck the local elvtr. and milling plant of the Consolidated Flour Mills Co. and did over \$1,000 damage, breaking every window.

Winchester, Kan.—The Chas. N. Bunds' elvtr., feed house and coal sheds which we now possess will be operated under the following name,—Pool-East Grain Co.

Zenda, Kan.—The office of the Red Star elvtr. has been torn down and a new office is being erected. Some repairs and improvements will also be made on the elvtr.

Ottawa, Kan.—Geo. B. Ross, of the Ross Mlg. Co. and a former chief grain inspector in the state, is running for mayor here. He retires from the board of commissioners.

Mont Ida, Kan.—I have secured lease from the M. P. Ry. for site of 6,000-bu. elvtr. Work will start as soon as the material can be placed on the ground.—John McClune, Garnett, Kan.

Voda (Collyer, p. o.), Kan.—The old Jones Rogers elvtr. will be rebuilt and new machinery installed by Robinson-Wyatt Grain Co. of Salina. The purchasers have been operating the house.

Jewell, Kan.—O. G. Loutzenhiser is now mgr. of the Jewell County Co-op. Ass'n. I resigned as mgr. of the Jewell Farmers Union Elvtr. and am now gen'l mgr. of the Jewell Elvtr. Co.—Fred Barch.

Stark, Kan.—Burgner - Bowman - Mathews Lbr. Co. took possession of our elvtr. Apr. 1. This company will not re-engage in the grain business. I will be employed by the new firm.—W. G. Johnson, mgr., Farmers Grain Co.

Topeka, Kan.—The Topeka Flour Mlg. Co. let contract to the Ryan Const. Co. just of late for the erection of a 200,000-bu. grain storage tank system consisting of 8 cement tanks. Work is to be completed by July 1, which is requiring the employment of a day and night shift.

Belle Plaine, Kan.—The old Consumers Mill & Elvtr. Co. has been reorganized with new stockholders and some of the old ones. The property is an elvtr. and flour mill on the M. P. R. R. and has been reopened for operation.—Frank L. White, miller and mgr., White Star Mlg. & Elvtr. Co.

Ford, Kan.—We will use the old elvtr. as is for the present and later remodel it into a feed mill and coarse grain storage.—J. L. Hipple, mgr., Ford Co-op. Exchange. (It was reported in the last number of the Journal that the company would erect a new 25,000-bu. iron clad frame elvtr. with full equipment.)

Salina, Kan.—The timely discovery of the recent fire we had by L. O. Baber and the fact that we had two barrels filled with salt water on the top floor saved us from a big loss. As reported by your Journal, the blaze started around the head motor. Including the replacement value of the motor, the damage amounted to \$400 on the building and equipment; the grain was not harmed.—T. L. Baber, Baber Grain Co.

Salina, Kan.—J. J. Vanier is now pres., treas. and gen'l mgr. of the Western Star Mlg. Co. He succeeds J. B. Neuhauser in the capacity of mgr. He formerly was associated with the Abilene Flour Mills Co., Abilene, Kan. Both companies operate elvtrs. Mr. Neuhauser will take a two-months' rest. T. L. Welsh, pres. of the Abilene Flour Mills Co., was elected v.-pres., the two new officers having obtained a block of stock from Messrs. Sudendorf and Rearwin. Geo. T. Woolley continues with the business as sec'y.

Kansas City, Kan.—Floyd M. Fink, formerly inspector in charge of the Salina, Kansas, grain inspection offices, is now ass't chief of the Kansas State Grain and Weighing Department.

Great Bend, Kan.—T. H. Sherwood, formerly mgr. of the sales dept. of the Hoffman Hills at Enterprise, Kan., succeeds F. I. Houser as manager of Moses Bros. Mills here. Both plants are units of the Kansas Flour Mills Co. Mr. Houser is now in Kansas City in charge of the grain dept. of the parent company.

Atchinson, Kan.—Work has begun on a new 85x25 ft. 5 story semi-daylight 1,000-bbl. reinforced concrete and brick mill unit to replace the present 600-bbl. unit for the Lukens Mlg. Co. The old plant will be used for grain cleaning machinery, flour bins, packing, etc. Space for additional grinding capacity to be added at some future date has been allowed for. The Pillsbury Flour mills has acquired adjoining property to their plant and further units are presumed.

Salina, Kan.—Sparks from a switch engine originated the dust explosion and subsequent blaze that completely destroyed the old original 4 story frame mill and adjoining warehouse of the Shellabarger Mill & Elvtr. Co. on Mar. 26. The barley roller mills and the packing machinery were housed within this section of the plant, of which the top two stories were being razed, and were completely ruined along with 60,000 bus. of wheat that were being cleaned in the headhouse, to which the fire spread, wrecking all the equipment therein. The total damage on the grain, however, is placed at only \$30,000, while the total loss is placed at \$100,000, including about \$5,500 lost in feed and flour, all fully covered by insurance. Some 750,000 bus. of wheat was undamaged. A temporary conveyor between the mill and the elvtrs. permitted resumption of operations. A concrete building with packing machinery and warehouse space will be built on this site this summer.

HUTCHINSON LETTER.

Hutchinson, Kan.—Geo. Gano is again running for mayor here. May success attend his efforts.

Hutchinson, Kan.—A windstorm recently damaged the elvtr. of the Collingwood Moore Grain Co., March 20.

Hutchinson, Kan.—Work on the 250,000 bu. addition to Mill B of the William Kelly Mlg. Co., contract for which was announced awarded to the Jones-Hettelsater Construction Co. in the Feb. 10 number of the Journal, is under way.

Hutchinson, Kan.—Contract has been let by the Security Elvtr. Co. for the erection of an addition to its 500,000-bu. concrete elvtr. to have 200,000 bus. capacity. The tanks are to be 96 ft. high, 22 ft. across, be six in number and arranged to allow room for four interstice bins. A belt conveyor will operate beneath the above. July 25 is the completion date. The Jones-Hettelsater Construction Co. is the recipient of the award.

KENTUCKY

Spencer, Ky.—The Beauchamp mill, known as the "Old Water Mill," collapsed last month. In all probability it will not be rebuilt.

Eminence, Ky.—J. C. Dunavent still heads this company regardless of its recent \$200,000 incorporation. Geo. Fremd is vice-pres.—A. D. Hudson, sec'y, Eminence Mlg. Co.

Poole, Ky.—The brick work on the new flouring mill being erected here by C. F. Kuntz, Jas. Thornberry and Joe Tapp, is well under way. They lost a newly outfitted mill and granary and a quantity of stock last November. Details of the destructive fire that caused their loss appeared in the Nov. 25 number of the Journal.

LOUISIANA

New Orleans, La.—The Grain Products Co. is defendant in a suit brot by the Lyons Milling Co., of Hutchinson, Kan., to recover \$16,273 on deliveries of grain and flour.

New Orleans, La.—We are indebted to H. S. Herring, sec'y-treas. of the New Orleans Board of Trade, Ltd., for a copy of the 42nd Annual Report. The book contains a thoro trade review and statistical report, officer and comite reports, membership roster and many interesting sidelights on the business done illustrated with appropriate engravings.

MARYLAND

Baltimore, Md.—At 1:00 p. m. Apr. 6 on the floor of the Baltimore Chamber of Commerce, the annual auction sale for the choice of grain sample tables took place.

Baltimore, Md.—The resignation of John W. Hampel as ass't treas. of Hammond, Snyder & Co., Inc., has been accepted by the board of directors to take effect immediately.

Baltimore, Md.—H. Frank Mellier, member of the firm of Hayward & Co., grain, feed and flour brokers, is improving in health, his stomach organism having confined him to the sick room for the last half-month.

Hampstead, Md.—The schedule of liabilities and assets of the Malco Mlg. Co., whose properties were sold at public auction Feb. 28, show liabilities of \$117,719.82 and nominal assets of \$161,228.21. Guy W. Steele and Geo. W. Albaugh were appointed receivers.

Mount Airy, Md.—For \$36,000 the milling plant of the Farmers Mlg. & Grain Co. became the property of the Glade Valley Mlg. Co. of Walkersville, Md. The purchasers now operate three plants in the state. H. A. Kline owned and operated the purchased property until of late. He also was interested in the foreclosed property of the Malko Mlg. & Ltg. Co. at Hampstead, Md.

MICHIGAN

Morgan, Mich.—The Cecil Munton elvtr. and feed mill is still idle.

Sunfield, Mich.—Ezra C. Dell is mgr. of the Smith Bros. & Velte Co.'s elvtr. again. He was mgr. in 1922 also.

Brown City, Mich.—It is the Michigan Elvtr. Exchange that is promoting the co-operative movement here.—Eureka Mlg. & Elvtr. Co.

Eckford, Mich.—The elvtr. of the Albion Farmers Elvtr. Co., which has been idle for the past year, is still in the hands of creditors.—X.

Port Huron, Mich.—The Grand Trunk Elvtr. Co.'s elvtr. has not been rebuilt. No definite decision will be reached until probably next month.—J. D. Menish.

Eau Claire, Mich.—The grain elvtr. here is operated by the Farmers Elvtr. Ass'n. They are the successors to the Eau Claire Grain Co., who formerly operated the elvtr. and still own the property.—X.

Hemans, Mich.—The elvtr. of the Hemans Grain Co. has not been operating owing to the discontinuation of service on the D. B. C. & W. Ry. Their plant was built four years ago.—Thos. Wilson's Sons.

East Leroy, Mich.—W. H. Nelson contemplates rebuilding the elvtr. lost by fire here Jan. 21. The capacity of the new house will be smaller than that of the destroyed plant, which was built in 1891 at a cost of \$4,000, while the minimum cost of the proposed structure will be \$12,000.

Bay City, Mich.—Fire gutted the two-story building of the Bay City Mlg. Co., Apr. 2. It is the second fire within recent years. After the first fire the frame building was repaired and modernized, among other things being covered with sheet iron and stuccoed. Most of the partially insured loss is on stocks of grain and flour on hand.

MINNESOTA

Alpha, Minn.—New coal sheds are being built for the Alpha Grain Co.

Jackson, Minn.—Coal sheds are being built by the Farmers Co-op. Ass'n.

New Ulm, Minn.—A 60-ft. coal shed is being considered by the Farmers Elvtr. Co.

Hayfield, Minn.—Fire destroyed the Sun-wal Independent Elvtr. here recently.

Kerkhoven, Minn.—New machinery will be installed here by the Farmers Elvtr. Co.

Clements, Minn.—A new truck dump will be installed by the Clements Grain & Coal Co.

Sleepy Eye, Minn.—A sprinkler system to fight fires is to be installed in the elvtr. of the Farmers Elvtr. Co.

Echols, Minn.—A new truck dump and a new gasoline engine will be installed by the Echols Farmers Elvtr. Co.

Brown Valley, Minn.—General repairs and the installation of a truck dump and scale are being considered by Wm. H. Jenson.

Duluth, Minn.—It is said there is a possibility of a new grain elvtr. being built on the site of the old Globe Shipbuilding Co.'s property.

Montevideo, Minn.—A new grain cleaner will probably be added to the equipment of the Montevideo Co-op. Elvtr. & Trading Co.'s new plant.

Belgrade, Minn.—Clifford Lybeck has filled the vacancy of mgr. of the Merchants & Farmers Grain Co. left by the resignation of Jim Butkofski, now in the sanitarium.

Fergus Falls, Minn.—The addition of two grain tanks of 10,000 bus. capacity is being considered by the Farmers Co-op. Elvtr. Co. The present capacity is 25,000 bus.

Wells, Minn.—We have installed a large disc separator and contemplate painting or covering our elvtr. with galvanized sheet iron.—Val C. Meyer, mgr., Wells Farmers Elvtr. Co.

Wheaton, Minn.—Ed. Hammond bought the elvtr. formerly operated by himself and owned by Trondel & Co. at foreclosure sale from the Nat'l Bank of Wheaton.—Frank Peterson.

Glencoe, Minn.—The Board of Directors of the Glencoe Farmers Elvtr., Livestock & Produce Co. will sell the elvtr. and coal sheds here at public auction, April 11, 1925 at 2:00 p. m.

Duluth, Minn.—J. Ralph McCarthy, a member of the Board of Trade here and connected with the Capitol Elvtr. Co., was married recently to Miss Vera Vogan of Minneapolis.

Brownston, Minn.—We will put in a truck dump and also build on 2 bins, which will increase our capacity by 4,000 bus., will re-side, shingle and paint elvtr.—N. Tadsen, mgr., Farmers Co-op. Elvtr. Co.

Brandon, Minn.—The Brandon Independent Elvtr. Co. has incorporated for \$10,000 to buy, sell and store grain, seed, fuel, etc.; incorporators, C. W. Meckstroth, pres.; Jacob Tangle, vice-pres.; Jos. M. Tangle, sec'y-treas.

Easton, Minn.—Guy R. Treanor accepted the position of mgr. of the Easton Farmers Elvtr. Co., effective Apr. 1. He formerly was mgr. of the Farmers Elvtr. Co. at Litchfield Minn., and mayor of Minnesota Lake.

DeGraff, Minn.—Fire which broke out in the cupola of the Cargill Elvtr. Co. on March 20, burned the structure to the ground with a total loss of \$50,000; covered by insurance. Approximately 25,000 bus. of grain and 75 tons of coal were destroyed.

Raymond, Minn.—The Raymond Farmers Elvtr. Co. will install a Lord Universal Truck Dump, portable style, and are now in the process of conducting a general overhauling. The company just held an auction of the equipment carried in its machinery dept. Albert Boersma has been appointed mgr. of the implement dept. and Garret Vlaar will manage the shipping dept.

Hanley Falls, Minn.—Our plans at this time are to replace our single leg with a double leg. The directors are also talking about more storage room but no decision has been reached.—H. Forsan, mgr., Hanley Falls Farmers Elvtr. Co.

Amiret, Minn.—It is again rumored that the Farmers Elvtr. Co. will rebuild the old Bingham Bros. elvtr. purchased by them on Aug. 19 of last year, at which time they announced thru our columns that they would wreck same, rebuilding this spring.

Elmore, Minn.—Lightning rods have been installed and approved by the insurance companies, allowing us a reduction in premiums. We plan on painting and re-siding our South Elvtr. No. 2 this season.—N. H. Mongeau, mgr., Farmers Elvtr. Co.

Delhi, Minn.—We are going to put in new footings under the elvtr., new leg and spoutings, and dump scale in pit. It is rumored that the Great Western Elvtr. Co. will make some repairs on its plant here also.—Robt. Parker, Farmers Grain & Fuel Co.

Hadley, Minn.—We have not definitely decided to change from chain to belt drive or to paint the house, but should have this done. We are now putting lightning rods on both our two elvtrs. here and did put in a grain cleaner this spring.—E. W. Eaton, mgr., Hadley Farmers Elvtr. Co.

Wheaton, Minn.—The cause of the fire that destroyed the elvtr. of the Kellogg Commission Co., as was reported in the Mar. 10 number of the Journal, is now thought to have been sparks from a passing locomotive. Including the 10,000 bus. of grain lost, the destruction is placed at \$15,000.

Madelia, Minn.—F. W. Erickson is the mgr. of the Northland Mlg. Co., a new concern of the B. B. Sheffield interests. The Big Diamond Mill Co. took over the mill property of the C. S. Christensen Co., as reported in our Mar. 10 number. The Big Diamond Mill Co. is a subsidiary of the Sheffield interests also.

MINNEAPOLIS LETTER.

J. H. Riheldaffer has recovered from his recent affliction.

Herman Grabo is back on the floor again after a prolonged illness.

W. O. Goodrich, Jr., has been elected to membership in the Chamber of Commerce.

R. J. Cooper is now grain solicitor for C. C. Wyman & Co. Formerly he was mgr. of the Farmers Elvtr. Co. at Cleveland, N. D.

James P. Hessburg of Milwaukee is now associated with the Hiawatha Grain Co. of this city. He has just resigned as a member of the arbitration board there.

M. H. Woodward, formerly connected with the Woodward-Newhouse Co., died at his lake home Apr. 5 as a result of carbon monoxide poison from his car.

An effort is being made to modify Secs. 26 and 27 of the Co-op. Marketing Law of 1923. These provisions deal with the handling of the products of a member of a co-operative ass'n by any private business concern and the subsequent fine imposed.

B. L. Simmons has returned from Seattle to continue the same connections with the same company here. He was mgr. of the receiving dept. of the Quinn-Shepherdson Co. there, having left the employ of the terminal elvtr. of the State Mill & Elvtr. at Grand Forks, N. D. in January to accept this promotion to the northwest, as was announced in the Jan. 25 number of the Journal.

MISSOURI

Polo, Mo.—We have added 1800 sq. ft. of floor space to our warehouse.—Polo Elvtr. Co.

Downing, Mo.—W. F. Riley has purchased the Downing Mlg. Co.'s properties of Chas. Simmons.

Dexter, Mo.—The Sikes McMullin Grain Co. elvtr. was damaged by a windstorm on March 18.

Alma, Mo.—The Farmers Elvtr. Co. is building a new elvtr. and office and installing new scales and dump.

Harrisonville, Mo.—An offer of \$8,000 was rejected for the elvtr. of the Farmers Co-op. Elvtr. Ass'n's elvtr. property. The former mgr., T. C. McKeever, made the offer. He was former owner before selling out to the above company.

St. Joseph, Mo.—The Norton Grain Co. has incorporated for \$5,000, to buy and sell grain and grain products at wholesale and retail. The incorporators and officers are: M. U. Norton, pres.; H. C. Gregory, v-pres.; F. L. Driver, sec'y-treas., F. B. Simpson and Francis S. Miller. The Norton Grain Co. formerly was a partnership.—PJP.

West Plains, Mo.—Fire gutted the third floor of the Pease-Moore Mlg. Co.'s plant on Mar. 27 doing considerable water damage to the machinery and stock in the main building. The loss is fully insured. Mr. Robt. Pease was under the influence of an anaesthetic in the hospital undergoing an appendicitis operation at the time of the blaze.—PJP.

Boonville, Mo.—Fire destroyed the elvtr. and office of the Farmers Elvtr. Co. shortly after midnight Mar. 22. A second blaze, after the fire was thought to have been completely extinguished, made the plant a total loss. About 1,000 bus. of corn, quantities of seed and flour, all the office equipment and records swelled the loss to \$5,000, partially insured. A special locomotive rescued 20 box cars from the siding.

Mexico, Mo.—Farmers from around here have underwritten the outstanding obligations of the Producers Grain Co. here and have promised to secure enough money to refinance it to whatever amount is necessary, according to a statement of one of the directors. The stockholders met the 4th of this month to arrange for the reappointment of a new mgr. After a reported reorganization the business is expected to reopen.

Kennett, Mo.—For the past year we have been engaged in the jobbing business and have just completed a reorganization of our business. We contemplate the addition of a small grinding mill some time and at least two elvtrs. where we will handle oats and corn and mill a certain amount of by-products and some mixed feeds in the future.—McFadden Feed & Mlg. Co. (The McFadden Feed & Mlg. Co. has incorporated for \$10,000, to buy, sell and deal in grain, hay, farm products and live stock; incorporators, F., R. H., and L. S. McFadden.—P. J. P.)

KANSAS CITY LETTER

The annual convention of the Southwestern Millers League convened here commencing Apr. 2. T. C. Thatcher is the new pres.

Roger Scribner, 69, died Mar. 30 while in Lincoln, Neb. He was sec'y of the Shannon Grain Co., tho not active at the time.

Fire burned about 1,000 grain car doors on the premises of the Kansas Flour Mills in North Kansas City, before it came under control.

Contract has been let for a 500,000-bu. concrete grain storage addition by the Kansas Flour Mills Co. Wentzel Co. got the contract.

F. I. Houser is now in charge of the grain dept. of the Kansas Flour Mills Co. Herebefore he acted in the capacity of mgr. of the Moses Bros. Mills at Great Bend, Kan., a subsidiary of this parent company.

The installation of machinery in the new reinforced concrete 1,000-bbl. mill of the Rosedale Mlg. Co., Rosedale Sta., Kansas City, Kan., will soon be completed. The above daily capacity is divided evenly between wheat flour and corn goods.

A decision which will determine whether a new grain elvtr. will be erected in Kansas City by the Chicago & Alton Railroad for the Kansas Co-operative Wheat Marketing Ass'n will be reached late this week. W. G. Bierd, a receiver of the Alton Railroad, was in Kansas City last week to receive the proposals of the wheat growers. If the project goes thru a house with 1 to 1½ million bus. capacity will be erected. Work would probably begin at once so the elvtr. could be completed as early in the crop year as possible.

ST. LOUIS LETTER

Application for membership in the Merchants Exchange has been applied for by L. Busch Faust of Chesterfield, Mo.

Those recently elected to membership in the Merchants Exchange include Harris McGavock, L. Busch and Chas. G. Randall. The memberships of the following have been transferred: F. J. Alexander, Kurtis R. Froedtert and C. A. Mahon.

Word from D. L. Boyer, sec'y of the Missouri Grain Dealers Ass'n, states that the 11th annual convention to be held here at the American Annex Hotel, May 7, will be confined to a morning and an afternoon session devoted strictly to business discussions alone.

Al. V. Imbs was elected president of the St. Louis Millers Club at the 27th annual meeting held late last month. Other officers are R. H. Leonhardt, vice-pres., and F. E. Eichler, sec'y-treas. Sydney Anderson of Washington, pres. of the Millers National Federation and commissioner of the flour industry in the United States, was the guest of honor and the principal speaker. The retiring president, Henry G. Craft, celebrated his 80th birthday, received congratulations on all sides and was presented with a silver vase by the members of the club.

• MONTANA

Fairfield, Mont.—I am agt. of the Montana Elvtr., having relieved Otto Wagnild.—F. J. Williams.

Stanford, Mont.—We will build a 30,000-bu. elvtr., work to be done by the Victor Construction Co.—Stanford Mlg. Co.

Helena, Mont.—Alfred Lutz killed himself as the result of despondency over the loss of about \$4,000 invested in an Indiana elvtr.

Choteau, Mont.—We have purchased a country elvtr. type disc grain cleaner and will install same next month.—J. M. Baker Co.

Whitetail, Mont.—An elvtr. has been taken over here by J. M. Larson. His brother of Lookout, F. J., will be connected with him in its operation.

NEBRASKA

Trenton, Neb.—Just completing our 36,000-bu. elvtr.—Krotter & Wellett.

Mason City, Neb.—The Tierney & Wirt Co.'s grain elvtr. is being demolished.

Gilead, Neb.—New legs have been installed in the elvtr. of the Gilead Grain Co.

Omaha, Neb.—G. P. Horne has been appointed trustee of the defunct Moalfa Mlg. Co.

Mascot, Neb.—There is a possibility that J. M. Grace & Co. will remodel its elvtr. this year.

Loup City, Neb.—The elvtr. of the E. G. Taylor Grain Co. is now being reshingled and repainted.

Stamford, Neb.—O. E. Westerburg is making repairs on his elvtr. and will install a Howe 10-ton scale.

Friend, Neb.—A new truck dump will be installed by the Acme Mill & Elvtr. Co. in its plant here.

Omaha, Neb.—John A. Kuhn, traffic mgr. of the Omaha Grain Exchange, was elected president of the Omaha Traffic Club at its meeting Mar. 31.

Shea, Neb.—A new elvtr. leg, boot, head, belt and cups are being installed by the Shea Equity Exchange.

Kearney, Neb.—A Howe 10-ton Heavy Duty Motor Truck Scale has been installed here for the J. P. Gibbons Grain Co.

Bradshaw, Neb.—P. F. Stenberg takes possession of the Gilbert Grain Co.'s elvtr. which he just purchased, on May 5.

Brock, Neb.—The elvtr. of the J. E. Clark Grain Co. will be covered with galvanized sheet iron in the near future.

Exeter, Neb.—We expect to overhaul and repair both of our elvtrs. here.—T. G. Manning, mgr., Exeter Elvtr. Co.

Lawrence, Neb.—The lumber yard of the Farmers Union Elvtr. Co. is to be disposed of. The firm acquired same in March of 1919.

David City, Neb.—A new Howe 10-ton Heavy Duty Motor Truck Scale will soon be installed by the Farmers Co-op. Grain Co.

Glenville, Neb.—A warehouse will be erected for the Farmers Grain, Coal & Live Stock Co. soon. A new distributor has just been installed in their elvtr.

Brock, Neb.—The Farmers Union Co-op. Ass'n has reorganized and since Apr. 1 has operated under the name of Farmers Elvtr. Co.—J. W. Bailey, mgr.

Lawrence, Neb.—Mail addressed to J. P. Christianson, formerly agent for the Duff Grain Co., has been returned marked "Moved to Independence, Iowa."

Palmyra, Neb.—Raymond Hallowell has received the appointment of mgr. of the Farmers Elvtr. Co. to fill the vacancy caused by the resignation of Guy Jones.

Primrose, Neb.—F. W. Kusek, who has been mgr. here for us for the past 4 years, has resigned and is moving to Spalding, Neb. Jos. A. Naborie will succeed him.—Farmers Elvtr. Co.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. will use the J. P. Nielson & Son's elvtr., just taken over by the former, for corn and oats. The elvtr. is located very near the mill.

Nora, Neb.—We are installing a 10-h.p. Fairbanks Motor. I have resigned the position of mgr., effective Apr. 30, after 10 years of service.—F. J. Stanley, Farmers Union Ass'n.

North Platte, Neb.—The McDonald State Bank now owns the Nebraska Mill & Elvtr. Co.'s properties, having obtained same at sheriff's sale Mar. 25. The mill has been idle for the past year.

Arcadia, Neb.—We sold only our general merchandise stock here to E. E. Freeman and still retain elvtrs. at Ord, North Loup and Olean.—Wm. Heuck, gen'l mgr., Farmers Grain & Supply Co., Ord, Neb.

Juniata, Neb.—The W. H. Desanno & Son's elvtr., feed mill and flouring mill burned Mar. 27 at a loss of \$20,000; insurance, \$11,000. The feed mill may possibly be re-erected, however, the other two buildings will not be replaced. The plant was known locally as the Juniata Mlg. Co.

Schuyler, Neb.—Geo. W. Merillat has become associated with Wells-Abbott-Nieman Co., Inc., as ass't general manager. He will have general charge of sales and handle executive duties in other departments. He formerly was connected with the Kansas Flour Mills Co., of Kansas City.

Polk, Neb.—It was voted that the Farmers Grain & Stock Co. would continue to do business at a meeting of the stockholders held recently. The recent manager, L. O. Glad, is said to have squandered much stored grain. Five days after this meeting some 12 farmers filed a petition in bankruptcy, asking that the affairs of the company be terminated. It is claimed that the company is hopelessly involved, owing \$45,000 or more.

Stromsburg, Neb.—R. O. Andrews, mgr. of the Stromsburg Farmers Elvtr. Co., has resigned to take effect Apr. 20. Mr. Andrews has accepted a position at Woodstock, Ill. No successor has been appointed.

Omaha, Neb.—A dinner was tendered W. W. Johnson, retiring Ass't Gen'l Freight Agent of the Burlington after 41 years of service, by W. J. Hynes, J. H. Wright, C. C. Crittenden and Ed. S. Miller, all members of the Omaha Grain Exchange.

Lincoln, Neb.—The suit by the First National Bank against the Lincoln Grain Co. and the Globe Indemnity Co. has been transferred to the federal court. The Lincoln Grain Co., by J. S. Waxman, principal, gave a \$25,000 bond on Dec. 19, 1923, when it obtained a public warehouse license, and another similar bond the following July when additional storage was provided, the Globe Indemnity Co. being its surety in both instances. Last July 7, it is alleged, the First National loaned Mr. Waxman \$5,000 on condition that he would pledge 6,000 bus. of No. 3 corn and store it for the bank, and his note was accepted with a warehouse receipt for the corn as security. No part of the note has been paid, and when the grain was demanded on Dec. 15 it was not in the warehouse, having been converted, the bank charges, to the company's use. Its market value was then \$6,900. Other similar loans make the total of \$33,000. J. S. Waxman, who with his brother Theodore operated the Lincoln Grain Co., was found dead from accidental asphyxiation in his garage last December.

NEVADA

Fallon, Nev.—Work on our new concrete warehouse and office building is near completion.—L. T. Kendrick, mgr., Fallon Flour Mills.

NEW ENGLAND

Lowell, Mass.—The Ryan Grain Co. lost two sheds filled with hay by fire Mar. 21.

Fall River, Mass.—The Twin City Flour Co. has incorporated for \$50,000; incorporators, Samuel B. Kaufman, Louis Shabshelowitz and Jos. Madowsky.

Boston, Mass.—We have removed our offices to the Grain & Flour Exchange building. The change took place Mar. 30.—A. S. McDonald Commission Co.

Boston, Mass.—Walter E. Fuller has applied for membership in the Boston Grain & Flour Exchange. He is connected with the Eagle Roller Mills Co.

Medway, Mass.—The offices of the Hinman Coal & Grain Co. were ransacked by burglars recently, which netted the latter \$140 and many valuable papers. Both safes were wrecked.

Plantsville, Conn.—We have just installed a Unique Ton Batch Mixer and a Unique Scratch Feed machine together with elvtr. legs, etc. We are carlot shippers at this point and operate two elvtrs. here.—C. A. Cowles.

Warehouse Point, Conn.—The grain and feed business we purchased of W. H. Griswold at Windsor Locks, Conn., has been moved across the river to this place. We did not purchase the mill, as same was to be razed. We will do no grinding.—C. T. Lewis & Sons.

Boston, Mass.—William E. Hardy, a member of the Boston Grain & Flour Exchange and a prominent figure in the grain trade, died at his home in Arlington after a short illness recently. He was a member of the firm of Rodney Hardy & Sons Co. for many years.

Portland, Me.—The sitting officers of the Chamber of Commerce are: J. C. Boyd, pres.; Wm. S. Linnell, 1st v.-pres.; Herbert A. Harmon, treas.; E. H. McDonald, executive sec'y; Howard H. Waldron, traffic mgr.; James K. Lothrop, publicity sec'y. The membership includes grain dealers.

Brockton, Mass.—The Buzzard Bay Grain Co. has acquired the grain and hay business formerly operated by Thos. Wallace.

NEW MEXICO

Mosquero, N. M.—We have not disposed of our elvtr. here, contrary to press rumors prevalent in February. In addition we operate elvtrs. in this state at Mills, Abbott and Solano under the name of the Wilson Company.—C. A. Sawyer, secy. The Wilson Land & Grain Co., Arcade, New York.

NEW YORK

Glenora, N. Y.—It is rumored that the idle flour mill here will be opened by new capital this summer.

Holley, N. Y.—The warehouse of the Henry Harrison Co., Inc., was totally destroyed by fire March 21.

Brockton, N. Y.—C. P. Lawson & Sons have incorporated to deal in grain, feeds, etc.; incorporators, C. P., C. C. and J. E. Lawson.

BUFFALO LETTER.

Plans have been filed for a \$500,000 addition to the Marine Elvtr.

F. J. Schonhart will soon become associated with the Cargill Grain Co.'s office here.

An overheated journal box caused the fire that did \$500 damage in the Globe Elvtr. here recently.

Permission has been granted the Superior Elvtr. Co. for the erection of a \$250,000 elvtr. at the foot of Katherine St.

The Monarch Elvtr., which was formerly operated by the Wheeler Elvtr. Co., was sold on April 4 to the Meyer Malting Co.

Fire did \$30,000 damage to the plant of the Fleischmann Malting Co. Apr. 4. Injury to the transformers necessitated a shutdown.

We have become insolvent and will not attempt to reorganize or continue in the grain business.—J. G. Baldwin, A. C. Davis, Inc.

For the erection of an elvtr. of between one and two million bus., contract has been signed for the purchase of ground directly opposite the foot of Hamburg St. by the B. F. Schwartz Co. of New York City and the Rumsey Estate. Mr. Schwartz was formerly a member of the firm of Keusch & Schwartz here. It is rumored that he represents the Standard Mlg. Co.

The city council appropriated nearly a quarter of a million dollars recently for the dredging of the canal in the vicinity of an elvtr. planned thereon. Dispatches from New York City indicate that it is the Standard Mlg. Co. that is to build, that the elvtr. will be of 4,500,000 bus. capacity to cost \$2,000,000. The rumor that this concern would erect a \$5,000,000 terminal in the outer harbor was prevalent in February, and published in the Feb. 25 number. Four new terminals are well under way at the present.

Frontier Elevator No. 2 will have 25 tanks, 116 ft. high, surmounted by a headhouse, with conveying and elevating equipment arranged both for receiving wheat from car unloading pit and also from vessels by means of the two marine towers, now a part of Frontier Elevator No. 1. The elvtr. is adjoining Frontier Elevator No. 1 on the city ship canal. General supervision, including excavating and pile driving, will be looked after by Washburn-Crosby Co.'s Engineering Department. The house is expected to be ready to receive grain by Sept. 15. The excavation is well under way and pile driving has just begun. As reported in the last number of the Journal, the Folwell-Ahlskog Co. has the contract and the capacity will be 1,200,000 bus. This contract was let by the Frontier Elvtr. & Mill Co., which is affiliated with Washburn-Crosby Co.—M. D. Bell, ass't gen'l supt., Washburn-Crosby Co., Minneapolis, Minn.

Rumors are still prevalent to the effect that the General Mlg. Co. plans rebuilding its Black Rock terminal elvtr. A statement from them was published in the last number of the Journal denying the rumor.

The Eastern Grain, Mill & Elvtr. Corporation took over the Electric Elvtr. property from the Electric Grain Elevator Co. on Mar. 23 and began operation Mar. 31. It was reported in the last number of the Journal that the latter would discontinue business April 1 and the sale of the aforementioned property was announced in the Dec. 10 number. Leon R. Lavigne will be superintendent of the Electric Elvtr. in addition to his duties as superintendent of the Mutual Elvtr.

The Great Eastern Elvtr. Corp. has just become the owner of the Great Eastern elvtr., the property of the American Linseed Co., a Standard Oil subsidiary, at a reported \$2,500,000. The latter's linseed mill property adjoining the elvtr. has been contracted for at \$375,000. Option on this property expired Apr. 1 as was reported it would in our Jan. 25 number. Levi S. Chapman, pres. of the newly incorporated Great Eastern Elvtr. Corp., acquired the Dakota elvtr. of which Edw. Michael was then president, from the Buffalo Forwarding Co. on Jan. 1 of this year for \$2,000,000, just after the Dakota Elvtr. Corp. had filed incorporation papers and floated a \$1,000,000 first mortgage 20 yr. 6½% sinking fund gold loan. Now a new issue of \$1,250,000 Great Eastern Elvtr. Corp. first mortgage 20 yr. 6½% sinking fund gold loan is being offered. The Dakota elvtr., now controlled by the Dakota Properties, Inc., and in charge of Geo. E. Pierce, adjoins the site of the Great Eastern elvtr. The Consolidated Elvtr. Corp. was started with new capital in February to act as a carrying company serving between the Dakota and other elvtrs. and announcement of the revival of the Western Elevating Ass'n as an operating company for the Great Eastern Elvtr. Corp. and the Dakota Properties, Inc., others to come under its jurisdiction later, especially the new terminal now under consideration to be erected between the two mentioned, was made in the last number of the Journal. These two elevators have a combined capacity of 3,700,000 bus. and 2,000,000 bus. under consideration.

NORTH DAKOTA

Lisbon, N. D.—A loss of \$8,000 was sustained by J. L. Byrne when fire destroyed his partially insured feed mill.

Mandan, N. D.—A new 20-in. Unique Attrition Mill has just been purchased by the Slope Grain & Feed Co.

Kelso, N. D.—An operation for appendicitis has just been successfully undergone by the mgr. of the Equity Elvtr. & Trading Co., I. Sorern.

Drayton, N. D.—The Andrews Grain Co.'s elvtr. has been purchased by the Farmers Interstate Elvtr. Co. for \$6,500. M. G. Blackseth will be mgr. The purchasers lost their house by fire last November at a loss of \$45,000.

Stanley, N. D.—Farmers in this vicinity working for a co-operative grain elvtr. here have applied for articles of incorporation and have named directors, in an effort to hasten the realization of their project. The necessary finances have not been forthcoming in toto.

OHIO

Toledo, O.—The Keiser Mlg. Co. has been incorporated for \$150,000.

Celina, O.—J. A. Copeland of Spencerville now owns the Celina Mlg. Co.

Fostoria, O.—The Northwest Ohio Farmers Grain Dealers Ass'n met here Apr. 6.

Carey, O.—A coal plant is being installed on the premises of the Carey Mill & Elvtr. Co.

Broadway, O.—Hershberger Bros. is the present name of the firm.—D. D. Hershberger.

Shanesville, O.—The Andreas Bros. Flour Mill was taken over recently by F. Grimm of Warren.

Cincinnati, O.—Fitzgerald Bros. Co. have moved to a new suite in the Southern Railroad building.

Rosewood, O.—The receiver for the Rosewood Farmers Exchange has asked his dismissal. A cash balance of \$1,089.93 exists, all claims paid.

Norwood, O.—Fire, damaging the Henry Feldman Co.'s elvtr. to the extent of about \$200, was caused by the exhaust from a small gasoline engine.

Cincinnati, O.—The Cincinnati Grain & Hay Exchange contemplate the erection of a permanent home within the next two years. The building com'te appointed includes A. M. Braun, Fred B. Edmunds, Geo. A. Dieterle, Elmer H. Heile, H. Trimble McCullough, Chas. W. Schmidt and E. B. Terrill. Some \$41,000 is available.

Prairie Depot, O.—We have installed a new corn sheller and added a stand of elvtrs. for loading out grain, in addition to the dump recently reported in your Journal as having been placed in our elvtr., all of which greatly facilitates the receiving and discharge of grain at the plant.—L. R. Forsyth, mgr., Prairie Farmers Co-op. Co.

Cincinnati, O.—The Board of Directors of the Cincinnati Grain & Hay Exchange tendered a dinner to the membership of the exchange in celebration of the seventh year of independence from the Chamber of Commerce. Spirited addresses promoting better relationships among the members constituted part of the good-fellowship program.

Findlay, O.—The Ohio Hay Sales Ass'n has been organized here with a capital of \$1,000 by W. A. Beutler of Ottawa, pres.; C. H. Stateler, mgr.; J. C. Bright, W. S. Wallen, C. M. Wiseley and J. J. Herman of Vanlue. The purpose of the hay ass'n is to market hay directly to the consumer in an effort to reduce freight charges and increase profits in sales. Directors of the firm are known in the grain business.

Monroeville, O.—On account of the strong easterly wind at the time of our fire, our 40x400 ft. warehouse went up in smoke just 30 minutes after the blaze reached it. Lightning caused the blaze that did the destruction reported in the last number of your Journal.—J. P. Easton. The J. P. Easton Elvtr. Co. has resumed operations in the building formerly occupied by the Commercial Mills Co., known locally as the Armstrong Mills but the property of Phillip Horn, a member of the Easton concern. Only necessary business is being transacted, however, as the company is undecided as to whether it will rebuild and continue operations.—Chas. Wolfe. (Fire did \$135,000 damage to this property Mar. 19, destroying 70,000 bus. of seed oats. Mr. Easton acquired the property 3 yrs. ago.)

Circleville, O.—Henry R. Heffner died at his home after suffering with ill-health for nearly a decade at the age of 92 years. His death was due to the infirmities of old age. He started in the milling business with a corn and flour mill at Brooklyn, N. Y., in the 70's. He disposed of this property a little later to enter the milling business with his brother, William. Their property was taken by fire. At the close of the century four of the Heffners built another mill and operated same until it was sold in 1918 to Fred Shane. It was at that time that the senior Mr. Heffner retired from the business. (This property has again turned over into new hands. John Arnold, a grain dealer of Bradford, O., bought it recently and will operate under the management of Elsworth Huffman, formerly connected with the Standard Cereal Co. of Chillicothe, O.—Harvey S. Heffner.)

Toledo, O.—The dates of the 46th Annual Mid-summer meeting of the Ohio Grain Dealers Ass'n have again been readjusted to meet the convenience of all concerned. The meeting will be held here on the 23rd and 24th of June.—J. W. McCord, sec'y.

Mansfield, O.—Lightning caused a fire which completely gutted the 4-story brick structure of the Lantz Mfg. Co. at 3 a. m. on Mar. 27, with a loss of \$40,000. The lightning struck a transformer located on a pole 10 ft. from the corner of the mill and the current jumped across to the flag pole on top of the building and the flag pole blaze is supposed to have thus smoldered among the grain bags stored on the 4th floor until the early hour of the morning. Altho a rigid investigation was made after the flag pole had been shattered, it failed to disclose any signs of fire, consequently it is supposed that the timbers underneath the roof were ignited. In addition to the total loss on machinery, 3,000 bus. of stored wheat, 4,000 bus. of oats, 4 cars of feed and 2 of flour swelled the insurance adjustment necessary to rebuilding, according to J. A. Lantz, senior member of the firm.—Chas. Wolfe.

OKLAHOMA

Nash, Okla.—The Enid Mfg. Co.'s elvtr's. tornado damage was small.

Enid, Okla.—The recent tornado damage suffered by the Enid Mfg. Co.'s elvtr. was slight.

Oklahoma City, Okla.—Additional equipment is being added by the Oklahoma City Mill & Elvtr. Co.

Meno, Okla.—Work of extensively remodeling the elvtr. of the Farmers Elvtr. Co. was started April 1.

Imo (Enid p. o.), Okla.—Repairs will be made on both elvtrs. here this spring.—C. E. Rumsey, mgr., Imo Grain Co.

Carnegie, Okla.—The Nixon-Roody Flour Mill has been leased to A. P. Snowden and Gus Ellwanger. Some improvements have been made on the plant.

Clinton, Okla.—Fire broke out recently in the elvtr. office of the Clinton Mfg. Co. It is thought to have started in a sack of lint cotton in the loft. Insurance covers the damage.

Grove, Okla.—A grain elvtr. and flour mill will be erected by a grain and milling company just organized here with W. E. Jones, pres.; Lee House, vice-pres.; and J. T. Oakley, sec'y-treas.

El Reno, Okla.—The walls of our 210,000-bu. concrete elvtr. addition are up and are getting ready to run top plates. Loading equipment to handle 25 cars a day is to be installed.—El Reno Mill & Elvtr. Co.

Blackwell, Okla.—A general damage suit has been filed here protesting the erection of oil storage tanks on the property of R. M. Amerine, mgr. of the Blackwell Mill & Elvtr. Co. The plaintiff asks \$1,000.

Banner, Okla.—A 20,000-bu. reinforced concrete elvtr. will be built here by the Jones-Hettelsater Construction Co. for the Yukon Mill & Grain Co., Yukon, Okla. The completion date is set at July 1.—W. Winton, ass't sec'y, Yukon Mill & Grain Co., Yukon, Okla.

Enid, Okla.—Officers of the Southwest Wheat Growers' Ass'n have revived the movement to have the Santa Fe, Rock Island and Frisco Railroads build a 1,000,000-bu. terminal elvtr., at Enid, having secured new extensions of the transit privilege from the Interstate Commerce Commission.

Grove, Okla.—The 42x120x18 ft. structure now under construction for me will be used as an "exchange" building. It will have cement floors and metal sides and roof. An elvtr. and several warehouses will be added near the railroad in a short time. Also expect to add some flouring machinery here in the near future; now operate this branch of the business at Dodge, Okla.—W. W. Jarnagin.

Hammon, Okla.—The Hammon Mill & Elvtr. was sold recently under execution by the sheriff for \$2,500.88 to J. H. Clark as trustee for C. H. Cantrell of Hutchinson.

Oklahoma City, Okla.—The annual convention of the Oklahoma Millers League will be held here the same time the Oklahoma Grain Dealers Ass'n meets, May 19 and 20, according to Sec'y Frank Foltz. Dates for the joint meeting of the Oklahoma and Kansas millers to be held in Arkansas City have been postponed until after the annual meetings of the Millers Nat'l Federation and the Southwestern Millers League in April.

OREGON

Portland, Ore.—A dust explosion in the warehouse of Kerr, Gifford & Co., Inc., March 16, resulted in a small loss.

Halfway, Ore.—Locke & Wynia of Carson will open the Lloyd Mill here next fall. A sale will follow if the trial is satisfactory.

Portland, Ore.—I am continuing the brokerage and commission business of Shull, Armstrong & Co. under that name. Mr. Shull has had no connection with the company since 1922, at which time he went with the Portland Flouring Mills Co. G. P. Armstrong has retired from the grain business and is living on his fruit ranch near Salem, Ore.—C. M. Wendell.

Medford, Ore.—J. J., E. E. and O. O. Morton have incorporated the Morton Mfg. Co. for \$20,000. In the Feb. 10 number of the Journal it was reported that Morton & Sons of Grants Pass, Ore., had purchased a tract of land here and would erect a modern 3½ story flour mill and warehouse thereon, construction to begin at that time and to be completed for operation by fall. Word received now indicates that the plant is well under way.

PENNSYLVANIA

Franklin, Pa.—Fire destroyed the 75 yr. old landmark known as the Venango Flour Mills and owned by Peter & Wood of New Castle, Pa. The \$75,000 blaze originated in a buckwheat drier; insurance only partial.

SOUTH DAKOTA

Clear Lake, S. D.—Tall & Tall have material on hand for installing lightning rods.

Sisseton, S. D.—Extensive improvements are being considered by the Farmers Elvtr. Co.

Astoria, S. D.—Two air-lift dumps will be installed by the Astoria Farmers Elvtr. Co. soon.

LaBolt, S. D.—The Farmers Grain & Live Stock Ass'n has completed lightning rod installation.

Vienna, S. D.—New hopper scale and electric power is being installed in the Farmers Elvtr. Co.

Lake Preston, S. D.—We expect to install a truck dump.—Lake Preston Co-operative Elvtr. Co.

Conde, S. D.—Jim Mulligan of Crandall has taken charge of the Eagle Roller Mill Co.'s elvtr. here.

Big Stone, S. D.—Our burned elvtr. will not be rebuilt. Will operate the one at Corona only.—Gold & Co.

Lane, S. D.—Lightning rods will be placed on the elvtr. of the Lane Farmers Elvtr. Co. in the near future.

Aberdeen, S. D.—The Farmers Union Grain Co. is installing lightning rods on its seven elvtrs. in this state.

Warner, S. D.—A dump and a new scale will be added to the equipment of the Warner Co-op. Elvtr. Co.'s plant.

Canton, S. D.—The Farmers Elvtr. Co. purchased the sheds of the Independent Fuel Co. and took immediate possession.

Wallace, S. D.—A new truck dump is now being placed in the driveway of the Wallace Farmers Elvtr. Co.'s properties.

Kampeska, S. D.—The Farmers Elvtr. Co. will add coal to its sidelines as soon as sheds can be built. A new truck dump is also to be installed.

Crocker, S. D.—We expect to have some repair work done and if possible will install a dump and scale.—John O. Thor, agt., Great Western Grain Co.

Humboldt, S. D.—Harry Peterson is now mgr. of the Farmers Elvtr. Co. For the past 8 years he has been second man under the late J. W. Stroup, whom he succeeds.

Plankinton, S. D.—Albert Grambiller will make repairs and improvements on the 50-bbl. Farmers Union Mill purchased by himself at receiver's sale Mar. 23 for \$8,100.

Redfield, S. D.—We have just installed a new Gerber Distributing Spout and will install an air lift truck dump this spring.—Elmer Heitman, Redfield Farmers Elvtr. Co.

Bryant, S. D.—H. L. Stearns has purchased the two old W. I. Thompson elvtrs.; they will be wrecked and sold. The Stearns Elvtr. will be improved and electric power installed.

Columbia, S. D.—We will start to build about May 1. The Columbia Co-op. Grain Co. and the L. B. Geisler Elvtr. Co. will not rebuild.—E. Bernet, mgr., Columbia Farmers Elvtr. Co.

Yankton, S. D.—The fire damage to the elvtr. of the Farmers Union Co-op. Elvtr. Co. has been repaired and the firm is again doing business. The fire occurred in February. S. P. Stark is mgr.

Lennox, S. D.—S. A. McMaster, who operated the Flanley house here, has left. He came from Ticonic, Ia., and did not buy, as was the opinion prevalent.—M. E. Plucker, Plucker Elvtr. Co.

Aberdeen, S. D.—The A. H. Trask Co., local grain commission merchants, were forced into bankruptcy on Mar. 21 by a Minneapolis firm. Commission men there are reported to have been financing the local concern.

Yale, S. D.—A large moisture-proof warehouse has just been completed for the addition of feed to the sidelines of the business of the Sheldon F. Reese Elvtr. Co. here. A coal dept. has been taken on also. C. W. Lemke is mgr.

Turton, S. D.—We are planning on installing a new double leg, a truck dump and scale, subject, of course, to the approval of the Board. An electric motor will also replace our present gasoline power.—H. O. Ewing, mgr., Farmers Elvtr. Co.

Aberdeen, S. D.—Chas. W. Bleick of this place is now in the field for the Salyards Grain Co. of Minneapolis, Minn. Formerly he was connected with the State Mill & Elvtr. at Grand Forks, N. D. and a member of the Railroad and Warehouse Commissioners.

Dallas, S. D.—We are now siding our elvtr. with 28-inch gauge 1¼-corrugation galvanized iron and putting 26-inch on roof making it spark-proof. The four corners are being grounded to give us lightning protection.—B. R. Freschauf, mgr., Farmers Co-op. Ass'n.

Redfield, S. D.—In addition to the improvements called for in the contract let to the T. E. Ibberson Co. as appeared in the last number of your Journal, I will equip the house with lightning rods and another ventilating type motor and put on a new composition roof.—H. W. Speight.

Selby, S. D.—Work will start the middle of this month on the improvements announced as having been contracted for with the T. E. Ibberson Co. in the last number of your magazine, and in addition a Link-Belt Silent Chain Motor Drive and a new boot pan are included.—H. A. Campbell, mgr., Selby Union Equity Exchange.

[Concluded on page 420.]

Seeds

Clarinda, Ia.—The A. A. Berry Seed Co. has reincorporated for another 20 years.

Springfield, Mo.—Contract has been let for the remodeling of the building housing the Springfield Seed Co.

St. Louis, Mo.—The Prunty Seed & Grain Co. has succeeded to the wholesale seed business of Chas. E. Prunty, deceased.

Florence, S. C.—Carolina Seed & Fertilizer Co., Inc., has been incorporated with \$10,000 capital stock by J. C. Gilland, pres., and D. C. Shelley, sec'y-treas.

Brooklyn, N. Y.—Mrs. G. B. DeLoach, well-known commercial seed analyst, died recently as the result of an operation. She occupied a unique position as the first commercial seed analyst.

Rockyford, Colo.—Increased storage facilities at the branch plant of the J. C. Robinson Seed Co., of Waterloo, Neb., by the addition of a second story to the building here is at present planned.

Sioux City, Ia.—Sioux City Seed Co. has filed trademark No. 206,978 for field and grass seeds. It consists of a representation of a chief of the Sioux tribe of Indians in full headdress, bordered by a circle bearing the words "Sioux Brand."

Thief River Falls, Minn.—Bankers of Pennington and eastern Marshall counties have purchased 30,000 pounds of certified Grimm alfalfa seed for distribution among the farmers of that district in an effort to promote the growth of the plant in this territory.

St. Louis, Mo.—Damage totaling an estimated \$250,000 was done by fire which destroyed the track warehouse occupied by the D. I. Bushnell Seed Co., and all its contents, consisting of a large spring stock of seeds and grain. Business is being conducted as usual from the 2nd street warehouse and office.

Louisville, Ky.—Gabe Ament, 55, foreman of the warehouses of the Louisville Seed Co., suffered considerable injury when he fell down an open elevator shaft. J. Beam was with him when the accident occurred on Mar. 25. Beam rang for the elevator and lifted the gate to bring the car down from the second floor. Ament, intent on some problem, absent-mindedly stepped into the open shaft and fell 15 feet to the bottom, fracturing an arm and suffering numerous bruises. He was rushed to the hospital where his condition was reported serious.

Winnipeg, Man.—The Manitoba government has appropriated \$250,000 to supply seed grain on credit to farmers in unorganized districts. The situation was considered so urgent that the rules of the House were suspended and the bill hurried thru that the department of agriculture might immediately start carrying out its provisions.

Grand Rapids, Mich.—The Alfred J. Brown Seed Co. has filed a declaration in the circuit court asking an injunction restraining Alfred J. Brown & Son, Inc., from doing business under that name and demanding an accounting from its officers regarding the Alfred J. Brown Seed Co. with which they were formerly associated. Alfred J. Brown & Son is a retail and wholesale organization; Alfred J. Brown Seed Co. is an exclusively wholesale enterprise.

Markton, an Oat Variety Immune from Covered Smut, by T. R. Stanton, D. E. Stephens, and E. F. Gains (*U. S. Dept. Agr., Dept. Circ. 324 (1924), pp. 8.*) states that the variety was developed from an unnamed variety of oats at the Sherman county branch station, Moro, Ore., in 1911. The original sample was said to have come from Dede Agatch, Turkey. The new variety has yellowish white kernels and high yielding power and is immune from covered smut.

Minneapolis, Minn.—The Argentine farmer has been known to carry large stocks of flax for long periods and he is better situated this year to carry as he has been receiving high prices for his other products. Low flax supplies in other producing countries gives the Argentine grower a commanding position until the new U. S. crop comes on the market. The success of the flax buyer or the Argentine seller depends largely upon business conditions for the next 5 or 6 months.—Archer-Daniels-Midland Co.

Des Moines, Ia.—Senate File No. 37, a bill containing amendments to the Iowa seed law, introduced in the Senate by Senator Rigby, was defeated in the House. Pressure brought to bear on the Sub-Agricultural Com'te by Iowa seedsmen, finally caused it to bring in a report recommending indefinite postponement. The House of Representatives so voted. The bill was fully explained on page 335 of the Mar. 10 number of the Journal. Its drastic intent was clear. Iowa seedsmen and concerns selling seed in Iowa are greatly relieved at the result.

"Seed Flax as a Farm Crop in 1925," gives general information regarding the present flax situation, the annual consumption in United States, the world outlook and specific information for growing flax seed in Minnesota, Montana, North and South Dakota. The authors are A. C. Dillman of the U. S. Department of Agriculture; A. C. Army, Minnesota Agricultural Experiment station; T. E. Stoa, North Dakota Agricultural Experiment station, and A. N. Hume of the South Dakota Agricultural Experiment station. Circular 341, U. S. Department of Agriculture, Washington, D. C.

Imports and Exports of Seeds.

Imports and exports of seeds for February, compared with February, 1924, and for 8 months ending with February, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS			
	February		8 mos. ending Feb.	
	1925	1924	1925	1924
Alfalfa, lbs.....	45,910	17,449	365,582	280,001
Beans, bus.....	31,918	62,225	452,806	542,101
Peas, lbs.....	3,233	4,356	46,964	82,278
Clover, lbs.....	195,656	25,521	1,715,779	487,380
Timothy, lbs.....	2,398,332	2,827,438	11,668,652	10,737,129
Other gr. seeds, lbs.....	404,068	202,431	4,031,047	2,769,038

Iodent seed corn is being distributed this season among Iowa farmers in limited quantities by the Farm Crops Section of the Iowa State College. The variety was developed at the experiment station at Ames, Ia., and has outyielded every other variety in the state tests during the past 5 years.

Toledo, O.—Clover market quiet. All cash offerings as well as deliveries on March contracts have been well absorbed. Trade is now awaiting fresh news. Carry over will be about half of last year. October clover which represents new crop seed holds steady with trade light. Market advanced to \$14.00 on very limited offerings. There is no question about damage to wheat in Ohio and Indiana. Clover may have come in for its share of damage.—C. A. King & Co.

"Studies on Factors Influencing Protein Content of Wheat," (*California Sta. Rept. 1923*) tells of experiments of W. F. Gericke in planting 10 different varieties of spring wheat in moderately fertile soil in pots in the greenhouse. They were treated with sodium nitrate at different stages of growth. Analysis of the grain produced showed that the magnitude of change in the nitrogen and hence in protein content of early wheat, affected by nitrogen supplied is much smaller than that produced by similar experiments with late maturing varieties.

Pool Stores in Receivers' Hands.

The Farmers Union Supply Co. of Kentucky, with headquarters in Lexington, Ky., has gone into voluntary receivership. The concern operated co-operative, or pool buying stores in 15 counties of the state.

No connection exists between the defunct concern and the Farmers Union Supply Co. of Lexington, which operates 2 stores. Other separate concerns with similar names are in operation at Franklin, Versailles, Turner's Station and a few other points. At Bowling Green, Ky., an individual Farmers Union Supply Store recently went into bankruptcy.

Increase in World's Supply of Flaxseed.

Data collected from 14 European countries, Russia in Europe and Asia, Canada, United States, India, and Argentina, shows that the average world acreage planted during the years 1920-1924 was 13,747,000. The average yield was 60,572,000 cents. In 1924 approximately 13,056,000 acres were planted and 75,171,000 cents harvested.

These figures show a great recovery in flaxseed cultivation during recent years and plentiful yields have prevailed during the past number of seasons.

This year the exportable surplus of the new crop, of the countries brought into account, is slightly below that of 1924, owing to less favorable crop figures from Argentina and some reduction in Indian results.

On the other hand, the increased production of the United States will tend to reduce the imports of that large consuming country. Further, official information shows that Russia may be in a position to export somewhere between 1,300,000 and 1,500,000 cents during the current season.—International Institute of Agriculture, at Rome.

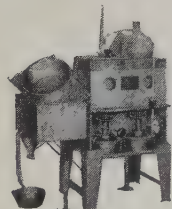
Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during March, compared with March, 1924, were as follows:

	FLAXSEED		TIMOTHY		CLOVER		KAFIR AND MILO	
	Receipts	Shipments	Receipts	Shipments	Receipts	Shipments	Receipts	Shipments
	1925	1924	1925	1924	1925	1924	1925	1924
Chicago, bus....	91,000	43,000	1,000	3,000	247,963	140,501	.....	.....
Duluth, bus....	95,802	104,860	.....	.....	.....	.....	.....	.....
Milwaukee, bus.	42,900	12,870	.....	.....	.....	.....	.....	.....
Minneapolis, bus.	671,290	229,280	126,410	187,920	.....	.....	.....	.....
Montreal, bus.	41,960	55,463	.....	.....	.....	.....	.....	.....
New York, bus.	358,500	.....	.....	.....	.....	.....	.....	.....
Superior, bus.	92,775	93,521	125,876	45,945	.....	.....	.....	.....
Chicago, lbs....	2,566,000	1,815,000	3,270,000	3,206,000	.....	.....	.....	.....
Milwaukee, lbs.	427,190	724,700	574,625	787,990	.....	.....	.....	.....
Chicago, lbs....	1,574,000	2,054,000	985,000	1,437,000	.....	.....	.....	.....
Milwaukee, lbs.	862,637	152,646	377,838	1,207,477	.....	.....	.....	.....
Cincinnati, bus.	2,400	4,200	.....	.....	.....	.....	.....	.....
Ft. Worth, cars	116	129	18	3	.....	.....	.....	.....
Kans. City, bus.	497,200	398,200	337,000	294,000	.....	.....	.....	.....
St. Joseph, bus.	10,500	4,500
St. Louis, bus.
Wichita, bus....	45,200	75,700	40,800	63,600

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Shippers' Steering Com'ite Formed.

Representatives of shippers, receivers and industries of every kind gathered 400 strong at the Hotel La Salle, Chicago, on Mar. 25 to hear arguments pro and con and take a vote on a proposed revision of class and commodity rates between points in Western Trunk Line territory and from Indiana points to Northwestern and Missouri River points, W. T. L. docket No. 4186, I. C. C. docket Nos. I. & S. 2319, 11388, 12709, and 13671.

The proposed revision was in accord with the recommendations of W. V. Hardie, director, bureau of traffic, Interstate Commerce Commission, contemplating

(a) Prompt disposition of the mentioned formal cases by a compromise adjustment for temporary application, and

(b) Immediate action, by co-operation between carriers and shippers, toward a consistent revision of rates for permanent application within Western Trunk Line territory and between Western Trunk Line territory, on the one hand, and adjacent territories, on the other.

Mr. Hardie further recommended that—

Carriers and shippers agree to enter at once into negotiations leading to a permanent adjustment of the whole situation, together with points east and west of the territory mentioned as may be necessary to bring about a comprehensive adjustment, particularly points in Nebraska, Kansas, the Dakotas, and Minnesota; bringing into such negotiations not only the shippers and receivers, but such shippers as may be interested in the broader readjustment, and further agree to advise the Commission not later than May 15th of the progress made, the likelihood of final agreement and apparent further time during which such negotiations should continue in hope of reaching agreement.

All parties agreeing to the adjustment do so solely as a compromise not necessarily satisfactory to them, and reserving all rights to advocate any different adjustment in negotiations with carriers or shippers or subsequent proceedings before the Commission, and if the latter become necessary, everyone agrees not to attempt to use anything agreed by anyone else to the prejudice of such other party.

As soon as possible after temporary adjustment has been published, carriers to revise Illinois groupings of such points as Springfield, and others similarly situated, on traffic to and from lower Missouri River points somewhat as suggested by Springfield interests.

Nothing herein is to be construed as interfering with the consideration of rate changes, whether initiated by shippers or carriers, in the customary way, after the terms of this memorandum have been carried out.

Territory affected by the immediate compromises proposed extends from Indiana to the Missouri River, Twin Cities and Duluth. Changes at present include only class rates and commodity rates on agricultural implements, iron and steel articles, paper boxes, glass fruit jars, and dairy products. With slight variation they were approved by the conference, which appointed the permanent Shippers' Steering Com'ite of Western Trunk Line Territory to take immediate action.

The com'ite is composed of 21 representatives of the affected territory, J. P. Haynes, Chicago, chairman; C. E. Hochstedler, Chicago, sec'y; C. S. Bather, Rockford, Ill.; M. N. Billings, Chicago; C. E. Childe, Omaha, Neb.; P. W. Coyle, St. Louis, Mo.; J. R. Davy, Sheboygan, Wis.; A. R. Ebi, Moline, Ill.; R. M. Field, Peoria, Ill.; H. W. Gehrke, Milwaukee, Wis.; L. E. Golden, Burlington, Ia.; P. M. Hanson, Granite City, Ill.; F. S. Keiser, Duluth, Minn.; Lee Kuempel, Minneapolis, Minn.; L. E. Luth, Winona, Minn.; Herman Mueller, St. Paul, Minn.; R. C. Ross, Chicago; A. E. Solie, Wausau, Wis.; H. F. Sundberg, Cedar Rapids, Ia.; J. H. Tedrow, Kansas City, Mo.; H. A. Tuohy, Springfield, Ill.; and H. C. Wilson, Sioux City, Ia.

This is the permanent com'ite to co-operate with carriers and informally adjust difficulties as they arise between shippers and carriers. Heretofore all difficulties were referred to the Interstate Commerce Commission. Members of the latter body have commended the move in an expression to the effect that everyone familiar with rate proceedings realizes that extensive readjustment can best be made in informal conferences, leaving only the most difficult sticking points for formal proceedings and orders.

As the scope of the com'ite's work broadens fully representative sub-com'ites will be appointed to arbitrate and work out compromises on individual cases. No actual authority is imposed in the com'ite. It can only make recommendations which will give the shippers the lowest rate possible compatible with giving the carriers a fair return. That is its purpose.

Shippers Confer on Claims.

The second annual joint meeting of the Chicago Shippers' Conference and the Chicago Claim Conference was held at the Hotel Sherman, Chicago, on Apr. 2.

H. E. Byram, former pres. and one of the present receivers of the C. M. & St. P., gave a brief history of his experience with claims at the opening, stating in part:

Freight claims during the past 5 years have been greatly reduced thru prevention of loss and damage and adjustment after loss or damage has occurred. This is largely due to the spirit of co-operation between claim representatives of the shippers and carriers.

At one time claims were considered one of the most important, and at the same time most annoying, problems of railroad transportation. They are no longer annoying. Getting shippers and carriers together has resulted in the elimination of considerable friction and settling of claims is consequently accomplished much more quickly than formerly.

Regional advisory boards have been very beneficial in accomplishing this. They have done more towards settling differences between shippers and carriers during the year they have been operating than was done in any 10 years previously.

H. C. Kramer, an industrial traffic manager, speaking on the salvage value of damaged goods, stated the cardinal feature of salvaging damaged goods lay in "Who shall be the judge of the value?" Frequently shippers have to agree to deduction of a certain value on damaged goods that will actually salvage nothing in order to obtain any settlement at all.

W. J. M. Lahl, another industrial traffic manager, said he could not see the necessity of furnishing more than a general invoice of goods damaged, and that the carrier should take into consideration the reliability of the claimant. A discussion demonstrated that a railroad claim man is an incompetent judge of which shippers are fair and reliable. Hence the necessity for invoicing parts and portions.

J. A. Brough, speaking on the correct measure of liability and methods of arriving at it, stated that when a broker is handling goods and finds it necessary to file a claim his loss is greater than a factory loss since it also means the loss of a sale to him.

C. H. Dietrich, freight claim agent of the C. M. & St. P., replied with:

"It is sometimes hard to judge the exact measure of loss. But the man who paid the freight charges should be properly reimbursed for the whole of his loss. If a broker loses a sale thru the carrier's negligence he should be accorded his commission in addition to the original value of his commodity."

Roy W. Campbell said the car door seal was poor protection against theft and gave illustrations of how cars might be broken into and loss occur in spite of careful weighing, loading and counting by the shipper. Railroads generally decline claims against such cars as they have no evidence other than the shipper's or receiver's word that the car was entered.

J. H. Shields, freight claim agent of the C. B. & Q., answering Mr. Campbell, declared the seal was not intended for protection, but for checking up shipments. For protection the train crews and the terminal yard police are depended upon.

C. T. Bradford, one of the chairmen of the meeting, initiated the subject of "tolerance weight," or the difference of 1% allowed for possible discrepancies between scales and 1% allowed on coal for moisture.

Murray N. Billings, a member of the com'ite that organized the national weighing agreement, said "tolerance has no place in freight claims and shippers should not permit having any amount of value deducted from settled claims on account of so-called natural shrinkage."

Adjourned *sine die*.

Carrier Bills Passed by Last Congress.

Only 5 railroad bills were passed by the 68th Congress before adjournment on Mar. 4, last, out of a total of 271 introduced. Three went thru in the first session and 2 in the second. The remaining 266 died upon adjournment.

The 3 bills which passed during the first session were:

An Act extending from two to three years the time in which a shipper may begin action for the recovery of any overcharges by a railroad company.

An Act authorizing the Interstate Commerce Commission to employ not to exceed 65 locomotive-boiler inspectors.

An Act creating the Inland Waterways Corporation to take over from the Secretary of War the operation of canal-boat and inland waterway services which were turned over to him on the termination of Federal control.

The 2 measures passing in the second session were:

The Hoch-Smith Resolution entitled "Declaring agriculture to be the basic industry in the country and for other purposes." This resolution was based on the assumption that agricultural products pay too high a rate as compared with their value, and that perhaps manufactured articles pay rates too low as compared with their value. The resolution is a direction to the Commission to ascertain whether or not this is true; and, if true, to make readjustments accordingly.

A measure designed to aid in the successful prosecution of persons illegally breaking the seals of railroad cars.

Talk Too Much.

Investigation to find a reason for the bad break in wheat is still going on. Our idea is, that Washington, and some folks connected with the department, talk too much. How about the statement a few weeks ago when May wheat was around \$1.90 to the effect that there was no manipulation, and world's conditions warranted that price? Didn't it cause considerable buying?—J. F. Zahm & Co.

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Grain Carriers

Indianapolis, Ind.—The National Industrial Traffic League will hold its next meeting here on Apr. 29-30.

Canadian railways tonnage in 1923 consisted of 59.37% grain against 40.63% other commodities. In 1924 grain accounted for 60.25% of the traffic.

Baltimore, Md.—The embargo on grain in effect here by the Western Maryland and the Pennsylvania railroads has been lifted. All embargoes are off at Baltimore.

Alleging unreasonable rates on flaxseed from Philadelphia to Chicago Heights, Ill., the Bisbee Linseed Co. has filed complaint with the I. C. C. against the Pennsylvania R. R.

Grain and grain products were loaded into 34,029 cars during the week ending Mar. 21. This was a decrease of 3,016 below the previous week and 3,673 below the corresponding week of 1924.

The reported average daily shortage of cars for the period ending Mar. 15 was 114 box cars, and 130 all freight cars. The average daily surplus was 100,995 box cars, 151,828 coal cars, and 295,939 all freight cars.

The Sims bill, a ridiculous attempt to hamper the operations of railroads by forbidding the running of engines backwards more than a certain number of miles, has been defeated, as it should be, in the Indiana legislature.

Reshipping and local rates on grain from Ohio and Mississippi River crossings to Nashville were held not unreasonable by Examiner Woodrow of the I. C. C., in the complaint, No. 15292, made by the Traffic Bureau of Nashville against the L. & N.

The wooden grain lighter Washburn, owned by the Washburn Crosby Co., caught in the gale of March 19 while in the Blackwell Canal, went down. Since then it has been raised and taken to the barge canal drydock in the Ohio basin to be repaired.

Stop-in-transit and reconsignment charges at Cincinnati, O., and Chattanooga, Tenn., were found reasonable and lawful in docket No. 15404 and the Interstate Commerce Commission dismissed the case of Toberman, Mackey & Co. v. C. N. O. & T. et al.

Grain rates from C. F. A. points to Aurora, Garretttsville and Mantua, O., were attacked in a hearing at Chicago Mar. 20 before Examiner Disque of the I. C. C. S. H. Benson, representing the Chicago Board of Trade presented evidence the rates were too high.

Mobile, Ala.—The Mobile & Ohio is granting transit privileges at this point on grain moving from points along the M. & O. line south of Cairo, Ill., to points on the L. & N. between Pensacola and Mobile, effective Apr. 21. This action will be of great benefit to Mobile feed mills.

Buffalo, N. Y.—Five of the empty boats in the Buffalo grain fleet broke their moorings at the south breakwall in the 80-mile gale that swept across the city on Mar. 19. One was driven aground, but all were finally returned safely to anchor, having done no damage of consequence.

Navigation reports from Mackinaw City, Mich., state "Ice in the west end of the straits is broken and moving out. Boats can get thru." Sault Ste. Marie said on Apr. 9, "North-east ice above Whitefish Bay considerably scattered. Ice in upper end of bay is moving. It looks favorable for navigation by the end of this week."—E. J. Fleming, Central Shipping Co.

Tariffs proposing to revise the flaxseed rates from North and South Dakota and bordering points in Minnesota and Iowa to markets in Western Trunk Line territory are suspended until July 8 by Interstate Commerce Commission Investigation & Suspension docket No. 2361.

The aggregate of line-haul rates and switching charges on export grain from central and western states at Galveston, Tex., was found unreasonable by the Interstate Commerce Commission in docket No. 14,920, Julius W. Jockusch et al vs. G. C. & S. F. et al., and reparation was awarded.

Kansas City, Mo.—A Feed Manufacturers' Traffic Com'te, composed of traffic managers of various local feed plants, has been organized here. S. T. Henson is chairman; L. N. Conyers, sec'y; W. L. Bridges, treas.; directors, R. N. Steinacker, and F. H. Nesmith. Meetings will be held monthly.

Sioux City, Ia.—Decision has not yet been granted in the Sioux City grain rate case in which carriers are trying to cancel thru rates in the southwest on shipments from the Sioux City gateway. Some fear is expressed that the case will halt movement of northwestern grain thru southern terminals.

Misrouting of a carload shipment of rye from Wegdahl, Minn., to Duluth, Minn., where it was reconsigned to Superior, Wis., resulted in no damage to complainant, decided the Interstate Commerce Commission in docket No. 15535, Wegdahl Elevator Co. v. C. M. & St. P. et al. The complaint was dismissed.

Jonesville, Mich.—Jonesville Milling Co. has filed complaint with the Interstate Commerce Commission alleging the New York Central railroad is charging unjust and unreasonable rates on grain moving from Eaton, Ossian and Helmer, Ind., to Hopkins, Kalamazoo and Three Rivers, Mich., milled in transit at Jonesville.

Portland, Ore.—Pres. Andrews of the Chamber of Commerce of Portland, has appointed Robert M. Irvine, Geo. A. Westgate, E. E. Faville, W. A. Baker and W. O. Munsell to serve on a com'te to aid the Interstate Commerce Commission in an investigation of transportation rates with special reference to those on agricultural products.

Application to abandon 21 miles of railroad between Watonga and Homestead, Okla., has been made to the Interstate Commerce Commission by the Choctaw, Oklahoma & Gulf, because the line parallels the Rock Island which is at present lessee of the former. The Rock Island proposes to connect its line to serve the territory affected.

Waiving of outstanding undercharges and dismissal of docket No. 16261, Fuller Grain Co. vs. B. S. L. & W. et al., was recommended by Examiner D. P. Copenhafer, on finding that the rate applicable on shipments of wheat from Minneapolis thru Kansas City to Galveston for export, was unreasonable in that it exceeded the rate at which charges were collected.

Kansas City, Mo.—Clyde M. Reed was re-elected chairman; V. E. Smart was elected alternate chairman; E. N. Adams, vice-chairman; and J. H. Tedrow and W. L. Harvey were re-elected sec'y and assistant sec'y, respectively, at the Mar. 18 meeting of the Trans Missouri-Kansas Regional Advisory Board here. The next meeting will be held at Tulsa, Okla., June 17.

Dismissal of complaint in docket No. 15829, Moore-Lawless Grain Co., vs. Mo. P., has been recommended to the Interstate Commerce Commission by Examiner H. Fleming who found charges on a carload of wheat from Kansas City, Mo., to Pine Bluff, Ark., with transit at Leavenworth, Kan., and Sweet Springs and Charleston, Mo., were neither unreasonable nor unduly prejudicial.

A total of 188,919 freight cars were in need of repair on Mar. 15, according to reports filed with the American Railway Ass'n by the carriers. This was 8.2% of the number on line, an increase of 3,873 over the number on Mar. 1. Surplus freight cars on Mar. 22 in good repair numbered 320,565, an increase of 24,026 over the Mar. 14 figure. No local shortages of equipment were reported.

Wichita, Kan.—A reorganizing group, headed by W. T. Kemper, receiver for the past 7 years of the Orient railroad, will take charge of that carrier under the judgment of Federal Judge John C. Pollock. General offices, a freight depot and passenger station will be built here and the road managed from this point. F. H. Hall, of the Hall-Baker Grain Co., will be chairman of the board of directors.

The U. S. Shipping Board should have power to control shipping routes, ports and like matter, declares Senator Fletcher of Florida, and predicts that unless the Shipping Board is allowed to retain control under the administration bill for the separation of the powers of the Board and the Emergency Fleet Corp., the bill will meet considerable opposition when it comes before the next session of Congress.

Kansas City, Mo.—Assurance has been given the Kansas City Board of Trade that the Rock Island railroad will give its assistance to Southwest interests in maintaining proper relationship of grain and flour rates to points east of Pittsburgh and Buffalo, when compared with corresponding rates from the Northwest. Minneapolis is making strenuous efforts to procure a 6-cent reduction on flour to eastern territory.

Dismissal of docket No. 15175, Moore-Lawless Grain Co. vs. Mo. P., was recommended by Examiner J. T. Money on finding charges assessed on wheat from Kansas City, Mo., to various interstate destinations, granted transit at Leavenworth, Kan., and Sweet Springs and Marshall, Mo., were reasonable and just, but that shipment accorded transit at Sweet Springs was overcharged. Refunding of the overcharge was recommended.

Flaxseed rates from New York to Toledo prior to Mar. 26, 1923, are considered reasonable and lawful in the tentative report of Ass't Chief Examiner Berry of the Interstate Commerce Commission, tho after that date until July 1, 1923, they were unreasonable to the extent that they exceeded 78% of the contemporaneous flaxseed rates to Chicago. The case involves the Midland Linseed Products Co. Examiner Berry advises that the rates to Toledo should not exceed 78% of the rates to Chicago.

Chicago, Ill.—The Illinois Commerce Commission has called a conference of all interests of Illinois to be held in the City Hall Square Building, at 10 a. m., April 16, at which ideas may be exchanged in reference to the gathering of evidence for the State and presentation of such evidence to the Interstate Commerce Commission, in connection with the Hoch-Smith resolution passed by both the Senate and the House at Washington, directing the Interstate Commerce Commission to investigate the rate structure of common carriers.

Duluth, Minn.—D. T. Helm & Co., vessel agents, recently sued the Kinsman Transit Co. for \$14,811.94, declaring that amount of loss was sustained in furnishing a vessel to a grain shipper to replace one chartered from the Transit company but not delivered. The Philip Minch had been chartered for 4 trips during the fall of 1922. The court found the delays which made it impossible to make the fourth trip with the chartered vessel were no fault of the vessel agents and they were not responsible for being unable to make the last trip.

Mississippi Valley grain tariff No. 133-C, I. C. C. 747, effective Mar. 21, has been revised to provide for the addition of cracked wheat to the list of articles taking grain and grain products rates.

New Orleans, La.—Barges hung up a new record during March by unloading into the Public Elevator here 2,232,551 bushels of wheat. This is the largest amount ever delivered by the 3 barge lines during a single month.

Kansas City, Mo.—Complaint has been filed against the A. T. & S. F. with the I. C. C. by the Southwestern Milling Co., that interstate tariffs permitting the stopping of cars of grain and grain products in transit, to partially unload on the thru rate, with an additional charge of \$5 for each such stop, are not being complied with and that such privileges are being denied interstate shipments.

Reparation was awarded S. W. Thaxter & Co. by the Interstate Commerce Commission in docket No. 14849, S. W. Thaxter & Co. v. director general, as agent. The rates charged on shipments of grain and grain products during federal control from points west of Buffalo, N. Y., to destinations in Washington and Somerset counties and milled in transit at Portland, Me., were found inapplicable.

Chicago, Ill.—Much waste material left in a car that is unloaded necessitates a terminal move to some designated yard where the car is put in proper condition for further use by the carrier. This involves considerable expense, besides the delay of the car from 24 to 48 hours. All cars should be completely unloaded, including blocking, bracing, packing, waste material, etc., and no foreign material should ever be placed in the empty cars.—W. J. Womer, Mid-West Regional Advisory Board.

Portland, Ore.—Crown Mills alleges the Northern Pacific and other carriers are showing unlawful prejudice against mills located at Portland, in favor of mills at Everett, Seattle and Tacoma, permitting the latter points to mill and clear in transit grain and grain products destined to points south to and including Portland tho Portland is not given the same privileges on grain or grain products moving north of Centralia when routed via Portland and originating on the N. P. lines.

Grain Man Mayor of Peoria.

Louis Mueller, well-known grain dealer, had the honor of being elected mayor of Peoria, Ill., by the biggest plurality ever polled in a city election. His vote, 15,010, against 5,536 for his opponent, carried all others on his ticket to victory.

Grain dealers will be safe in Peoria after May 1, when he takes office.



Louis Mueller, Peoria, Ill.
Mayor-Elect.

Grain rates from Montana to the Pacific Coast have been cancelled by the N. P., G. N. and C. M. & St. P. railroads, effective Apr. 23 due to the protests of Great Lakes milling interests, who charged discrimination favoring western coast millers. Examiner Arthur R. Macklin, reporting on hearings concerning the rates, advised a differential of 7 cents a hundred pounds on Montana grain intended for export, compared to that consumed in the Pacific northwest. The Seattle Chamber of Commerce, receiving news of the cancellation, immediately telegraphed a protest to the Interstate Commerce Commission.

Independence, Mo.—The Kansas City Southern has been authorized by the Interstate Commerce Commission to abandon part of its existing terminal tracks and construct and operate new tracks here. The K. C. S. also asked for permission to retire the freight and passenger station here and discontinue regular freight service on the Jackson county, Mo., portion of its system, known as the Air Line and the Sugar Creek line. The Commission held it had no jurisdiction over these changes. Someone here will be designated to issue Bs/L after removal of the station, which will make Independence a prepay point.

Authority to abandon 98 miles of railroad in interstate and foreign commerce, in Bay, Tuscola, Sanilac and St. Clair counties, Michigan, has been granted the receiver of the Detroit, Bay City & Western. The line extends from Bay City to Port Huron and is claimed to be so unfavorably located that it is impossible to obtain sufficient traffic for its maintenance. All service was temporarily suspended on Jan. 17, and Michigan bean men have been objecting. Large expenditures would be required to make the line safe for operation and the Interstate Commerce Commission has found no funds are available for this purpose.

That the publication of rates in full accordance with the aggregate of intermediates provision of the Fourth Section might be facilitated, the Interstate Commerce Commission has arranged to permit carriers to publish on their tariffs a statement to the effect that "if there should be in this tariff any thru rate which is in excess of the aggregate of intermediates, or if thru subsequent change in an intermediate factor the thru rate is made higher than the aggregate of intermediates in violation of the Fourth Section, the carrier will reduce such thru rates to the basis of the combination of intermediate rates on one day's notice under authority of Rule 56 of Tariff Circular 18-A."

Claim Settlements of the St. Paul.

The receivership of the Chicago, Milwaukee & St. Paul railway has tied up considerable money in claims. Some question is immediately raised as to the future policy of the road in payment of those filed before the receivership.

The reputation of the road for payment of loss and damage claims has been good in the past. Under the receivership an audit of the books is necessary to find the exact financial status of the company; a special Master of Chancery must be appointed; the freight claim agent must go thru the claims on record and make recommendations to the special master regarding payment and these must be turned over to the court for authority to settle. The auditing department of the road is busy finding its financial capabilities and Freight Claim Agent Dietrich is preparing claims for submission as rapidly as possible.

While the court will doubtless instruct the receivers to pay all just claims, it is obvious that settlement may be delayed an unreasonable length of time due to the receivership.

Kansas City, Mo.—Kansas City Southern proposals to increase switching charges in Kansas City were held unjustified in part by the Interstate Commerce Commission. This will have no effect on the Kansas City market. The switching charge on grain was not involved and the trade is chiefly interested in that the charges for switching grain products from K. C. S. industries are to be brought to the existing level of grain switching charges. Authorization was given to make a charge of \$6.40 per car where the original proposal was \$7; and \$7.50 where the original proposal was \$8.25.—W. R. Scott, sec'y Board of Trade of Kansas City.

Comparison of money rates in the principal financial markets of leading countries indicates that despite the small advances here since last summer, New York remains the lowest money market of the world. This condition is helpful to American grain exporters as long as the documents representing the grain can be kept as collateral with banks of discount on this side of the ocean.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—
NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

**HESS WARMING &
VENTILATING CO.**
1207 So. Western Ave.
CHICAGO

Supreme Court Decisions

"Merchantable Seed."—Under contract for growing of crop of radish seed requiring grower to deliver entire "merchantable seed" product to company furnishing seed, "merchantable seed" held not to include seed so full of moisture that it began to mold within a few days after delivery.—*Nielsen v. Woodruff. Supreme Court of Washington. 233 Pac. 1.*

Unreasonable Limitation of Time to Bring Suit: A limitation in Bs/L of an American steamship company of three months for bringing suit for damage to cargo held unreasonable and invalid as applied to shipments from the United States to China.—*Green Star S. S. Co. v. Manyang Bros. Tobacco Co., Limited. Circuit Court of Appeals. 3 Fed. (2d) 369.*

Broker's Good Will.—It cannot be said that brokerage firm, long established, well known, and of high reputation, transcending individual responsibility of its members, so involves and depends on personal qualifications or professional activities of its members as necessarily to prevent good will from attaching thereto.—*In re Brown's Will. U. S. Supreme Court, New York. 208 N. Y. Supp. 359.*

Limit of Time to Bring Suit Against Carrier.—Where petition against initial carrier for conversion of goods by delivering carrier was amended more than two years and one day after delivery of goods, within which bill of lading required actions to be brought, to claim damages for breach of contract, it was barred by limitation.—*Illinois Cent. R. Co. v. Stinson. Court of Appeals of Kentucky. 268 S. W. 835.*

Reasonableness of Time in Transit a Question for Jury.—In action against carrier to recover for loss through fall of market of carload of eggs delivered sixth day after shipment due to holiday congestion at terminal, when schedule called for delivery on fourth day, held, question for jury presented on issue as to reasonableness of time of transportation and delivery.—*Maloney v. Cleveland, C., C. & St. L. Ry. Co. Court of Appeals of Kentucky. 268 S. W. 1103.*

"Put" Legal if Intent to Deliver.—"Put" is option contract, and is not illegal, unless there is no intent to deliver, but mere intent to settle differences according to rise and fall of market. In absence of contrary evidence, it will be presumed that "put" was made in good faith, with intention to perform; burden of proving that transaction is gambling one being on person asserting it.—*Frankfurter v. Silverman. City Court of New York. 208 N. Y. Supp. 405.*

Damages for Carrier's Failure to Divert.—If carrier's failure to execute an order of diversion was a conversion, shipper suffered no damages thereby, where goods were delivered to proper consignee, sold on account of shipper, and duly accounted for, and markets at point of delivery were same as those to which cars were sought to be diverted.—*Eastern Shore of Virginia Produce Exchange v. New York, P. & N. R. Co. Special Court of Appeals of Virginia. 126 S. E. 675.*

Carrier's Notation of Bad Order on B/L.—Harter Act, § 4 (Comp. St. § 8032), requiring owner, master, or agent to issue Bs/L stating apparent order or condition of merchandise, and section 5 (Comp. St. § 8033), providing punishment for failure to do so does not estop vessel issuing Bs/L without any statement as to condition of goods to show that goods were received in bad condition.—*Austin Nichols & Co. v. The Isla De Panay. Sanchez et al. v. Same. E. Tolibia & Co. v. Same. U. S. Supreme Court, 45 Sup. Ct. Rep. 269.*

Taking Up Bs/L and Reshipping to Consignor Held to Fix Consignee's Liability for Freight Charges.—Act of consignee of interstate shipment, in taking up Bs/L and reshipping to consignor, held to constitute receipt of shipment, making original consignee liable for freight charges on first shipment regardless of whether its clerk had authority to sign receipt for original shipment.—*Central R. Co. of New Jersey v. National Asbestos Mfg. Co. Supreme Court of New Jersey. 127 Atl. 184.*

Guaranty of Scales.—Seller of scales who was a dealer, and not a manufacturer, and who in good faith sold scales of established trade-name which had previously given satisfaction to trade, and were always tested at factory, without knowledge of defect which could not have been ascertained by reasonable inspection, did not impliedly warrant to buyer, who did not rely on seller's judgment in purchase of scales, that scales were free from such defect.—*Orgill Bros. & Co. v. Everett. Supreme Court of Mississippi. 103 South. 82.*

Time for Carrier to Bring Suit for Demurrage.—As Transportation Act, Feb. 28, 1920, § 424 (Comp. St. Ann. Supp. U. S. 1923, § 8584), requiring that "all actions" for carriers' charges be prosecuted within three years "from the time the cause of action accrues," specifies no time in future when it is to be operative, it affects all causes of action from date of enactment and gives causes already accrued full three years from passage, if not barred in less time by state statute in effect when cause accrued, though cause arose more than three years before passage of federal act.—*Philadelphia, B. & W. R. Co., to Use of Pennsylvania R. Co., v. Quaker City Flour Mills Co. Supreme Court of Pennsylvania. 127 Atl. 845.*

Books Received

THE SOYBEAN CROP FOR FATTENING WESTERN LAMBS, by W. G. Kammlade and A. K. Mackey, recommends soybeans as a satisfactory source of protein in places that will not successfully grow alfalfa or clover, as a part of the ration for fattening lambs. Results of fattening experiments are given. Bulletin No. 260, University of Illinois Agricultural Experiment Station, Urbana, Ill.

THE TRUTH ABOUT WHITE FLOUR, by Dr. Daniel Russell Hodgdon, former pres. of Hahnemann Medical College & Memorial Hospital of Chicago, favors white flour over whole wheat flour. It contains the results of an investigation of school children and clearly shows that those using white bread in their diet are more completely nourished than are those eating the whole wheat product. Reprinted from the export number of Modern Miller. Distributed by the Millers National Federation, Chicago.

CULTIVATION OF CORN by D. C. Wimer and M. B. Harland, gives the destruction of weeds as the principal object and greatest value of corn cultivation on brown silt loam, stating that weedy corn suffers more from lack of nutrition than from lack of moisture. The advisability and extent of cultivating corn is accorded a detailed discussion. Deep cultivating may cause decreased yields due to root injury, whereas proper cultivation will kill the weeds with a minimum of damage to the corn plant. The need for cultivation is approximately the same in dry and wet years. Data presented attempts to develop the principles of successful cultivation of corn. Bulletin No. 259, University of Illinois, Urbana, Ill.

Railroad Claims Collected

Send in Claims of every description. No Collection. No Pay.
The Security Adjustment Co., Inc.
1132 Builders Exchange Bldg., MINNEAPOLIS, MINN.
References: Any bank, mercantile agency, commission firm or editor of this publication.

The New Postal Rates.

The new postal rates, effective April 15, affect the grain dealers as follows:

Rates on second class matter, which includes all publications with more than 5% of the total space devoted to advertising, have again been increased. The per pound rate outside the county of publication for the first and second zones is 2 cents; third zone, 3 cents; fourth, fifth and sixth zone, 6 cents; seventh and eighth zone, 9 cents. Most of the wrath of Congress under the Act of February 28, has been wrought upon the publishers of newspapers and periodicals in the form of the heaviest increases. Congress forgets that the newspapers and periodicals take the least amount of effort on the part of the postal employees. The publisher himself does the mailing and sorting while the postal department collects. The effects are bound to show in increased subscription prices.

Third class matter consists of merchandise, printed, and other mailable matter not exceeding eight ounces in weight. The rate of postage on third class matter shall be 1½ cents for each two ounces or fraction thereof, up to and including 8 ounces in weight, except that the rate of postage on books, catalogues, seeds, cuttings, bulbs, roots, scions, and plants, not exceeding 8 ounces in weight, shall be 1 cent for each two ounces or fraction thereof. Parcels of third class matter may be deposited in mail boxes.

Grain samples sent thru the mails to grain brokers, by the country dealers, for sale to mills and manufacturers will be considered as merchandise, instead of seeds, and will take the 1½-cent rate for each two ounces or fraction thereof up to and including 8 ounces.

Parcels of grain samples and seeds exceeding 8 ounces in weight will take Fourth class rates. Except where such parcels are collected on rural delivery routes in accordance with the regulations of the Postmaster General, this will mean an additional service charge of 2 cents for each parcel, in addition to the present zone rates.

For use in connection with third class matter a 1½-cent stamp and a government envelope of the same denomination will be issued. A ½-cent stamp will also be issued for use with the present 1-cent stamp.

Regarding fourth class matter, Postmaster Lueder of Chicago, states:

Fourth class consists of merchandise, printed, and other mailable matter exceeding 8 ounces in weight. On fourth class matter, in addition to the pound rates, there shall be a service charge of 2 cents for each parcel, except upon parcels or packages collected on rural delivery routes, to be prepaid by postage stamps affixed thereto, or as otherwise prescribed by the regulations of the Postmaster General.

Parcels of fourth class matter must be mailed at a post office, branch post office, named, numbered, or lettered station or delivered to an authorized rural or other carrier.

"Special handling," written or printed upon the wrapper of a fourth class parcel with additional stamps to the value of 25 cents will cause it to be accorded the same expeditious handling, transportation and delivery obtained by first class mail. Written additions will be permissible on mail matter of either the third or fourth classes.

Special delivery fees will be 10 cents on matter weighing not more than 2 pounds, as at present. Between 2 and 10 pounds the new fee will be 15 cents and over 10 pounds, 20 cents.

Registration fees on domestic mail are: First class indemnified for \$50 or less, 15 cents; over \$50 but not exceeding \$100, 20 cents; second class for which no indemnity is provided or articles which have no intrinsic value, 15 cents; third class indemnified for not more than \$25, 15 cents; fourth class sealed and prepaid and moving as first class, the same as for first class. If a receipt is desired for the delivery of registered mail, an additional fee of 3 cents is added.

Money orders will not be issued for more than \$100. The fees run as follows: Orders not exceeding \$2.50, 5 cents; \$2.50 to \$5, 7 cents; \$5 to \$10, 10 cents; \$10 to \$20, 12

cents; \$20 to \$40, 15 cents; \$40 to \$60, 18 cents; \$60 to \$80, 20 cents; \$80 to \$100, 22 cents.

No change is made in rates applicable on first class matter and government postal cards. The rates on private mailing cards are raised to 2 cents apiece. Double or reply postal cards take a 2-cent rate on the initial portion and 2 cents on the reply portion when detached and remailed.

The measure passed by Congress raising the postal employees' pay and the revenue derived from the mailing public at one stroke, provides for creation of a joint com'te of House and Senate members to conduct an investigation of the postal rates and report at the next session of Congress with recommendations for a permanent schedule.

Albany, N. Y.—Jurisdiction over all commodity transactions, including grain, cotton and sugar, is given Attorney General Ottinger of New York by the Webb amendments to the Martin act,

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

The Whole Family Shipped Corn By Parcels Post.

In the closing days of the great World War, when corn was selling at \$2.00 per bushel, and better, to the farmer, we received a letter from a stockman-farmer, up in the hills, some seventy-five miles northwest of this city, this being his nearest railway point, asking what price we would pay for his corn, good white corn, delivered at San Antonio, by parcels post.

At first we took him as a joke, but later wrote him an offer of \$1.50 per bushel, basis delivered by parcel post, or any other way he saw fit to ship his corn. In due time, this corn began to arrive, in fifty-six pound packages, the weight limit, for such shipments by parcel post. The rules also limit the number of packages to be shipped in one day by one shipper, but this farmer was not to be handicapped in marketing his corn, on this account.

Shipments began to arrive in his name, in the name of his wife, his mule, Beck, his cow, Old Spot, also his hound dog, Wolf Chaser, each to the limit.

His shipments continued for several weeks, until the market broke, and we had to stop him. CAN YOU BEAT IT?—Southern Grain & Seed Co., by R. N. Garrett, San Antonio, Tex.

A Bad Investment.

A young farmer stepped into the local grain dealer's office where he was quite well acquainted, and after spending considerable time in casually hinting, finally asked the dealer for a loan of \$25.

"But," the dealer asked, "how are you going to make \$25 to repay me? When will you pay me back?"

"I'll pay you as soon as my oats are harvested."

"Well, what do you want \$25 for?"

The young farmer finally admitted he wanted to get married. Whereupon the dealer made the loan.

Harvest came and went, but the loan was not repaid. One day the grain dealer met the young fellow in town and asked if he had threshed yet. He had and the oats had been sold.

"Well," said the dealer, "wasn't that girl worth \$25? Don't you think you ought to repay me pretty soon?"

"No," came the answer. "That girl wasn't worth 25c. Before 3 months had passed she went back to her mother. Guess you needn't expect that \$25 back—I kinda figger it was a bad investment."—Chas. T. Pierce, Middle Point, O.

Patents Granted

1,530,707. Conveyor. Arthur Warner, Philadelphia, Pa. Two cables running parallel have spring hooks supporting a carrier belt which assumes naturally a troughed form.

1,530,478. Safety Device for Bucket Conveyors. Axel Carlson, Chicago, Ill. Should a reverse movement of the chain begin one of the sprockets will be locked against reverse rotational movement by a pawl on a slidable spring-pressed carrier.

1,530,841. Disinfecting Seed Grain. Karl Marx, Berlin-Dahlem, and Hans Wesche, Dessau, Germany, assignors to Actien-Gesellschaft fur Anilin Fabrikation, Berlin. Grain for sowing is disinfected by treatment with a mixture of a mercury organic compound and a salt of an inorganic acid containing the cyanogen group.

1,531,297. Corn Sheller Feeding Attachments. Wm. A. McCoy, Bladen, Neb. The feeder conveyor carries a plurality of endless conveyor belts having upwardly extending fingers. Above the belts are plates hinged from a transversely disposed rod, the plates having their free ends in the path of the fingers carried by the conveyor belts.

1,530,499. Conveyor Lifting Device. Russell W. Knode, Columbus, O., assignor to the Jeffrey Mfg. Co., Columbus. Combined with a main frame adapted to be removably secured in position beneath a conveyor belt is an auxiliary frame adjustably connected with the main frame, a plurality of idler pulleys mounted upon the auxiliary frame, and means to vertically adjust the auxiliary frame relative to the main frame.

1,531,803. Grain Separator. Chas. E. McNeal, Forestville, N. Y. At a slight distance below the screen is a movable means permitting parts of the grain which is being separated and which pass thru the openings in the screen to be deposited on the means, the distance from the screen to the means being less than the length of the particles which it is desired to exclude to prevent such particles from passing thru the openings.

1,531,222. Car Unloader. Henry Richardson, Passaic, N. J. A car supporting platform is mounted to tilt transversely about an axis located below the top thereof and below a car thereon, and a door opener operative on a door in the side of the car toward which the car is tilted to initially push the door directly inwardly with respect to the side of the car and to then push such door inwardly and thus com-

plete the opening thereof in consequence of the tilting movement of the car.

1,529,635. Conveyor. Ray C. Newhouse, Wauwatosa, Wis., assignor to Allis-Chalmers Mfg. Co., Milwaukee, Wis. A series of interconnected conveying devices form oppositely traveling stretches and have means for imparting motion to said stretches, a rotary idler element engaging inner portions of both of said stretches intermediate their ends, and means coacting with outer portions of both of the stretches to positively retain the stretches in engagement with the element.

1,530,118. Bag-Filling Machine. Geo. Hoepfner, Chicago, Ill. Combined with a support for a bag which is being filled are a pipe above the support for discharging material into a bag, a member mounted on the pipe so as to be movable vertically thereon, the member having thereon means for entering the mouth of the bag and holding the bag suspended, and springs supporting the member, the parts being so proportioned and the springs being sufficiently strong to cause the bag to be held clear of the support until it has received a part of its charge.

1,530,564. Portable Conveyor. Alexis W. Lemon, Columbus, O., assignor to the Jeffrey Mfg. Co., Columbus. The machine is a combination with a wheel supported truck adapted to be moved in any direction over a suitable floor, of an elongated self-contained conveyor adapted to rest upon the frame of the truck in balanced position, an arm attached to the truck adjacent its center of gravity and adapted to rotation about a horizontal axis, the arm being also flexibly attached to the conveyor frame rearwardly of its center of gravity, and means to rotate the arm about said axis to lift said conveyor from the truck frame.

Operative Millers to Meet.

The Ass'n of Operative Millers will hold its annual convention in Manhattan, Kan., May 9, where the faculty of the Kansas State Agricultural College will co-operate in making it a success.

James Miller, superintendent of elevators for Red Star Milling Co., Wichita, will talk on "Wheat, from the Grower to the Mill."

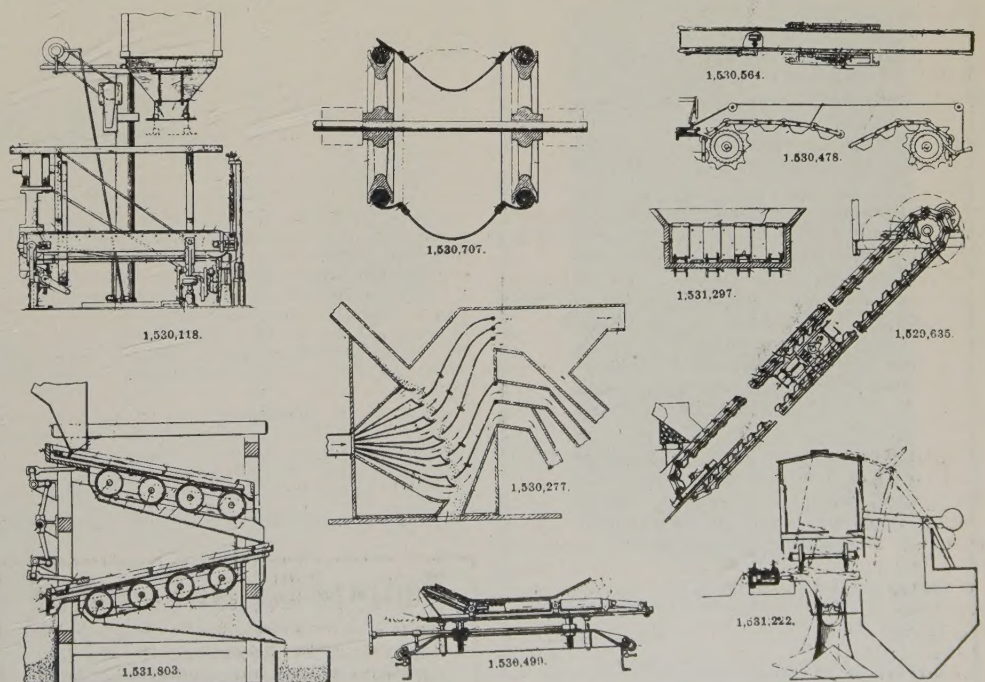
Included on the program are talks by the following members of the College faculty:

Prof. J. H. Parker—"Breeding Better Wheat."

Acting Dean L. E. Call—"Producing Better Wheat."

C. O. Swanson—"Relation of Quality to Quantity of Protein in Wheat."

A tour of the college campus and farm, showing experiments in wheat breeding, varieties, rotation, cropping systems, etc., will be conducted in the afternoon.



Supply Trade

If you tell more, you sell more. Advertise.

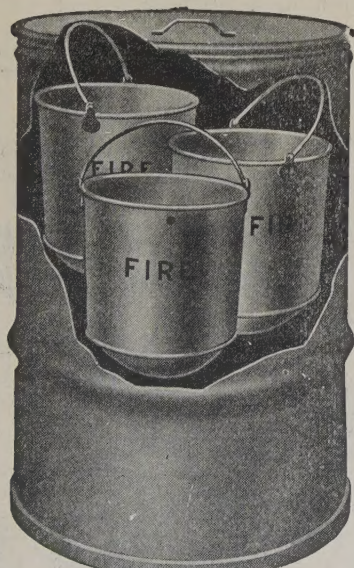
Minneapolis, Minn.—W. A. Bellis, for the past 13 years representative of the Howe Scale Co. in this territory, has become associated with Fairbanks, Morse & Co., and will cover the territory tributary to the Twin Cities.

Chicago, Ill.—The Apr. 1 revised list of contractors, architects and engineers who have signified their desire to work in accordance with the Landis award shows continued support of its 15 principles by the best firms engaged in construction.

Owensboro, Ky.—Stanhope Little of the Anglo-American Mill Co., is wanted by the police, charged with abetting murder in connection with the death of his stenographer, Miss Edwina Gordon. A warrant has been issued and the Governor of Kentucky requested to offer a reward.

Minneapolis, Minn.—A receiver for the J. L. Owens Co. was named by the District Court on March 22. The naming of the receiver is the outcome of the suit for an accounting and a receivership brought by J. J. and O. L. Owens against R. L. Owens, all sons and heirs of J. L. Owens, founder of the business. They claimed the business was being operated to deprive them of their share in its returns. George C. Stiles was named receiver.

A gas engine department of the National Ass'n of Farm Equipment Manufacturers was organized when that body met at the Great Northern hotel, Chicago, on Mar. 26, to promote the sale of gas engines both at home and abroad. E. D. Sawyer, Lincoln, Neb., was elected chairman; M. A. Steele, Freeport, Ill., vice-chairman; and F. H. Edson, New Holstein, Wis., sec'y. The Bureau of Foreign and Domestic Commerce is aiding the new department by obtaining statistics regarding the potential ability of foreign countries to absorb gas power equipment. The gas engine manufacturers declared their belief that present conditions in the domestic and foreign markets are fundamentally right for increased business.



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Scale Men Will Meet.

Indianapolis, Ind.—The 10th annual meeting of the National Scale Men's Ass'n will be held here Apr. 27 to 29 at the Hotel Severin. More than a score of speakers well qualified to handle their respective subjects will deliver addresses. Among them are J. A. Schmitz, weighmaster, Chicago Board of Trade; L. R. Boyer, sales engineer of Fairbanks, Morse & Co. C. F. Hawkinson, scale inspector of the Chicago Board of Trade, will speak on "Testing Scales in Terminals." Carl B. Hinsman, pres. of the Howe Scale Co., will speak on "Can Industry Afford to Measure Its Commodity Dollar with Cheap Scales?" W. E. Thompson, supervisor of scales for the Minnesota Railroad & Warehouse Commission, will give a talk on "Button Pivots v. Knife-Edge Pivots for Grain Hopper Scales."

Disfavor Shown to Trade Ass'ns.

Our government has not yet forsaken the idea that statistical information disseminated by the country's trade ass'ns is an attempt to regulate and fix prices and control production. Secretary Hoover has declared it his intention to make a study of such service with Attorney General Sargent and determine the legality of trade ass'n statistical compilations and disseminations.

He expresses the hope that the attorney general will take a test case thru the courts to establish the legality of such service. Several cases now pending involve alleged conspiracy to control production and prices. If Mr. Hoover collects and disseminates the same information it is a helpful service, but if the grain dealers or millers collect facts of interest alone to men in the same line of business they are culprits of the deepest dye.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

I. C. supplement No. 16 to tariff No. 601-J, I. C. C. No. A-10025, effective May 1, advances and reduces several grain and grain products rates in middle western territory.

A. T. & S. F. supplement No. 2 to tariff No. 7481-K, I. C. C. No. 10024, issued Mar. 30, further suspends tariff No. 7481-K, I. C. C. No. 10024, P. S. C.-Mo. No. 415, until April 30.

I. C. supplement No. 42 to tariff No. 1537-G, supplement No. 38 to I. C. C. No. A-9865, effective May 1, advances several grain and grain products rates in Illinois, Indiana and Wisconsin.

I. C. supplement No. 10 to tariff 7679-N, Ill. C. C. No. A-889, effective Apr. 26, adds a transit charge of ½ cent to the thru rate on grain and grain products from various points destined to Gale, Ill., and points beyond.

C. & A. supplement No. 14 to tariff No. 28-D, I. C. C. No. A-1367, issued Mar. 26, further suspends the effective date of Item No. 145-A, supplement No. 10 to I. P. U. C. No. 523, tariff No. 28-D, also Item No. 140, Ill. C. C. No. 753, tariff No. 28E, on Illinois intrastate traffic until July 1.

C. & E. I. supplement No. 3 to tariff No. 600-A, I. C. C. No. 165, effective Apr. 25, reduces grain and grain products carload rates from Thebes, Thebes Transfer, Ill., and C. & E. I. stations, Index Nos. 162 to 188, and 191 to 199, inclusive, to Ehrmandale, Ind., and from Sullivan, Ind., to Cairo, Ill.

C. & E. I. supplement No. 1 to tariff No. 600-A, I. C. C. No. 165, effective Apr. 18, reduces the rate on grain products from Milwaukee, Wis., to East St. Louis, Ill., and St. Louis, Mo., to 17½ cents; and on grain from C. & E. I. stations between Goodwine, Ill., and Cissna Park, Ill., inclusive, and Fountain Creek, Ill., and Mt. Vernon, Ill., inclusive, to Decatur, Ill., to 15 cents.

Insurance Notes.

United States has an enormous fire waste. It is estimated that the fire demon takes an annual toll of 15,000 lives and \$500,000,000 worth of property in this country alone.

Indianapolis, Ind.—A clever poster, "In the Wake of the Storm," has been sent out by the Grain Dealers Fire Ins. Co., calling attention to the complete coverage at low cost afforded by a windstorm insurance policy.

When a fuse blows out it should be replaced with one of the correct amperage, and if this blows out the motor is overloaded. The operator should resist the temptation to keep the motor running by plugging the fuse, as he may burn out the motor and cause a fire, destroying the entire plant. Never plug a fuse.

Chloropicrin under a pressure atomizer has been found by Professor Chapman to have equally as good effects on weevil as when mixed with carbon tetrachloride, and he now recommends that it be so used. Shipments of chloropicrin from the works at Niagara Falls, N. Y., will soon be possible, the Bureau of Explosives having practically agreed that it will approve a special container designed and submitted by the chemical company with which the Mutual Fire Prevention Bureau has been co-operating.

Tests of Ethyl Acetate Insecticide.

Ethyl acetate diluted with carbon tetrachloride was tested at Kansas City, Mo., recently in the grain bins of the Norris Grain Co. by R. T. Cotton and R. C. Roark of the U. S. Dept. of Agriculture.

The test which showed most satisfactory results was in a star-shaped bin containing 5,500 bushels of grain.

The fumigant was applied, allowed to remain undisturbed forty-eight hours, then the grain was drawn from the bin through the bottom and samples taken frequently.

A somewhat smaller quantity of wheat was in each of the two smaller bins tested. A test made with one-half the dosage of the fumigant was not completely successful, indicating the full dosage was required to get the results sought.

Tests in box cars were not so successful, as the wind blew the fumigant out thru cracks around the doors.

Objections to the fumigant are its high cost and failure to kill eggs or larvae. In tests made last year with grain in cars the government succeeded in killing all of the insects in the grain after 24 hours' exposure.

The method of using ethyl acetate was fully described in the Journal, Mar. 25, page 377.

Radio Crowds Ether.

The congestion of the air resulting from the small number of wave lengths available and the innumerable requests for broadcasting licenses has become a serious problem to the radio and legal experts of the Department of Commerce.

Licenses are being refused applicants for high-powered Class B stations, and many stations now operating have been forced to double up on the same wave length. Conferences on widening the wave band and reducing the number of kilocycles between wave lengths have been unable to solve the problem.

When radio first came into popular usage licenses were indiscriminately granted. This is still true. No means for saying who shall and who shall not receive licenses is in existence. The barrier for long range, high-powered stations is set by physical limitations.

Sufficient applications are already on hand to take up more leeway than can be created by widening the wave length band to permit operations of stations with less than 200-meter wave lengths, the minimum for present Class A stations. Present radio receiving equipment, too, is unable to receive on a shorter wave length.

LIGHTNING and LOCOMOTIVE SPARKS

Were two of the largest known causes of fire in Flour Mills and Grain Elevators in 1924.

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Our records show no losses from lightning on plants having standard lightning protection, either by lightning rods or grounded metal sides and roof.

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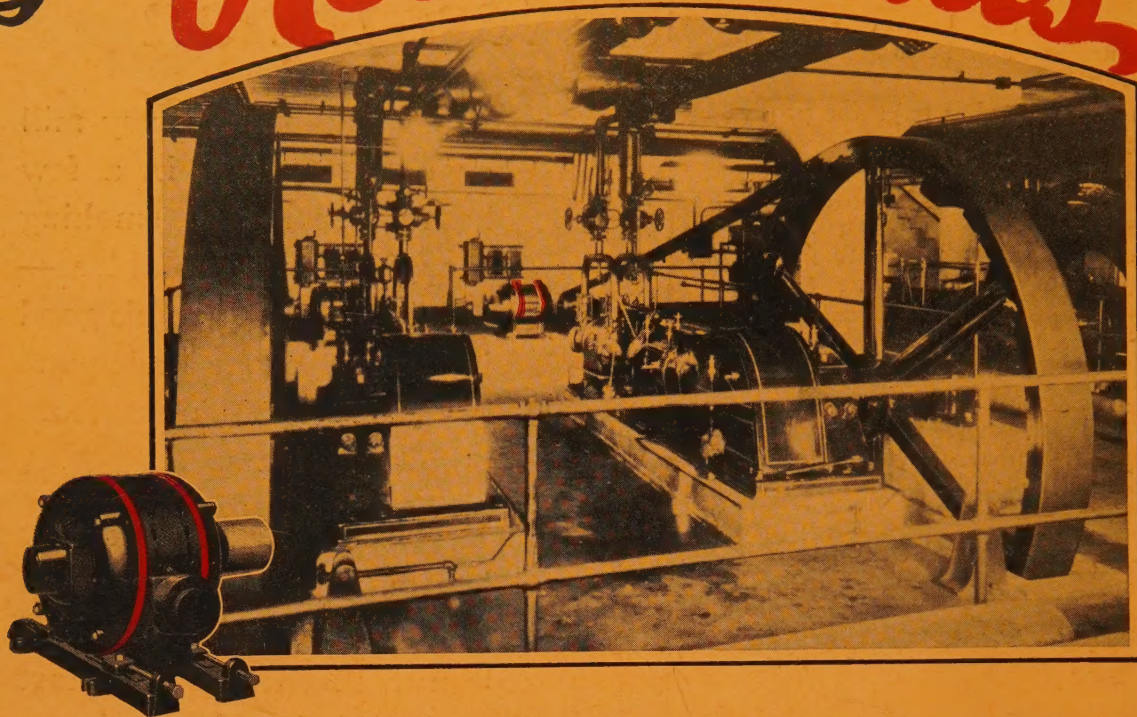
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